CYCLE NEWS®

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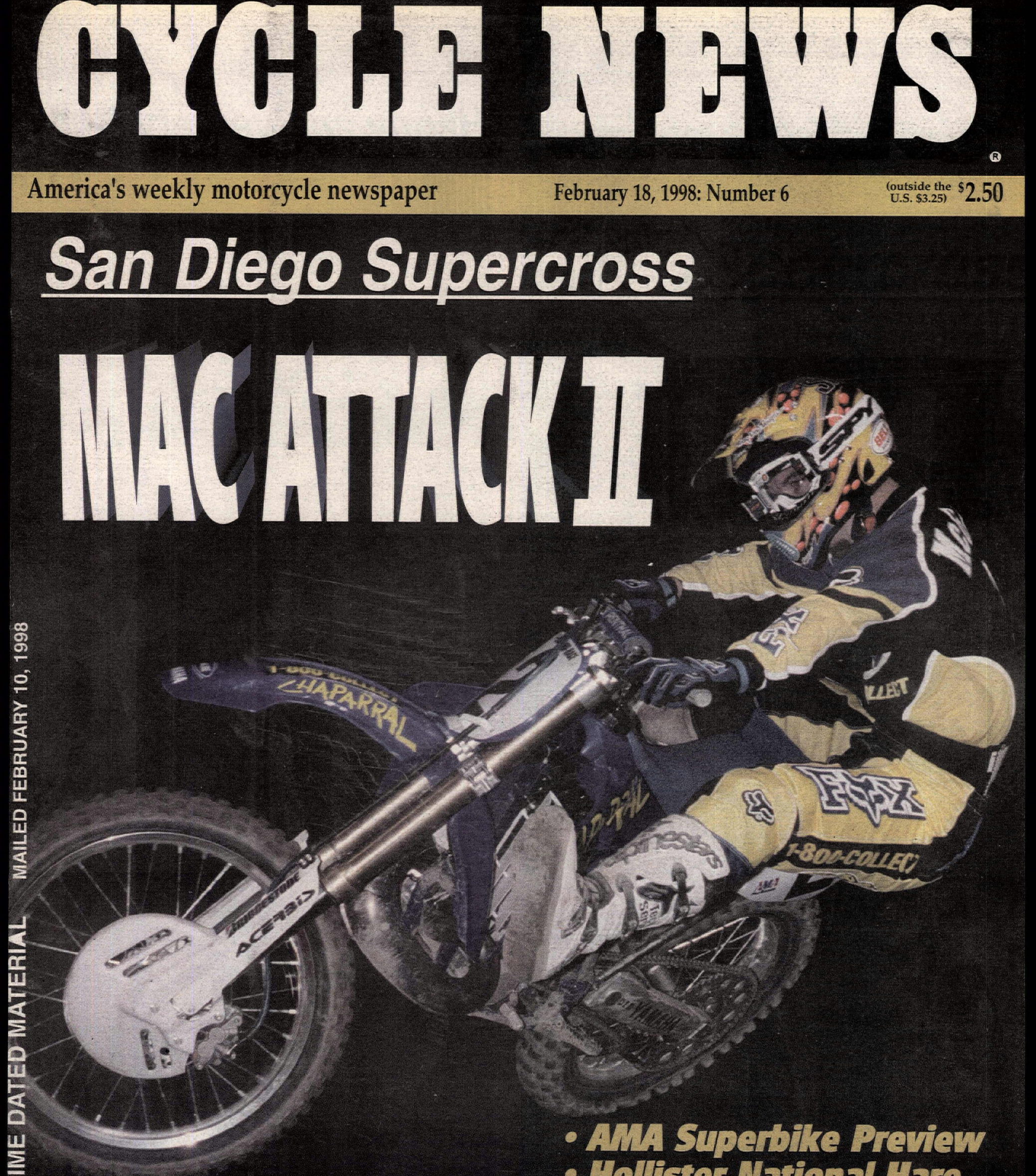
San Diego Supercross

MAC ATTACK II



- AMA Superbike Preview
- Hollister National Hare Scrambles
- Honda XR400R Project
- Adelanto Grand Prix

TIME DATED MATERIAL MAILED FEBRUARY 10, 1998

TIME DATED WEEKLY NEWS

Doug Blackwell (Yam) topped **Brian Garrahan** (KTM) by some 30 seconds to win the second round of the AMA National Hare Scrambles Series in Wilseyville, California, on February 8. **Michael Lafferty** (KTM) was third. Rounding out the top five were **Luca Trussardi** (Kaw) and former National Enduro Champion **Randy Hawkins** (Suz).

Four different winners emerged from rounds 17 and 18 of the AMA/PJ1 National Arenacross Series in Winston-Salem, North Carolina, February 6-7. **Grayson Goodman** (Kaw) and **Cliff Palmer** (Kaw) won the 125 and 250cc classes, respectively, on Friday night, and **Buddy Antunez** (Suz) and **Mike Jones** (Kaw) came away with the wins on Saturday night. Antunez holds down the points lead after 18 rounds, leading **Chad Pederson** (Kaw), 577-541. Ten rounds remain in the 28-round series.

Kevin Hines (Yam) won the opening round of the NETRA Enduro Series in West Stafford, Connecticut, on February 8. Second place went to **James Kelly** (Hus), and third went to **Sam Fischer** (CRE).

In Las Vegas, Nevada, **Spud Walters** (Yam) won the PACE Off-Road Series four-stroke race over **Mike Healey** (Hus). Third place went to **Doug Dubach** (Yam), and rounding out the top five were **Robert Naughton** (Hbg) and **Scott Meyers** (Yam).

Kawasaki's **Akira Yanagawa** emerged as the quickest of the World Superbike racers who tested at Shah Alam in Malaysia last week. Yanagawa lapped at 1:25.89 to edge Yamaha's newest World Superbike recruit, **Noriyuki Haga**. Haga lapped at 1:25.927. Ducati's **Pier-Francesco Chili** was third-fastest with a 1:26.04, followed by Castrol Honda's **Aaron Slight** (1:26.130) and Kawasaki's **Neil Hodgson** at 1:26.2. The lone American at the test, Texan **Colin Edwards**, lapped at 1:26.670 for the 11th-quickest time. Check next week's issue for the full story.

The opening round of the **AMA National Enduro Series** at Coalinga, California, scheduled for February 14, has been canceled. The only road to the event site has been washed out in the recent flooding in the Northern California area. The road is currently closed and the Salinas Ramblers MC, the event's promoter, has been given no indication as to when it might reopen. As a result, the event has been officially canceled and will not be rescheduled. The AMA wanted to reschedule the event in September but there are no open dates. The series opener is now set for March 14, near Phoenix, Arizona.

Greg Rand (Suz) wrapped up both the 125 and 250cc Pro titles in the final weekend of racing in the 1997-98 Action Sports Arenacross Series, February 7-8. Rand won both classes on Saturday and the 125cc class on Sunday. **Charlie Dunaway** (Hon) won Sunday's 250cc class.

Race-announcing legend Dave Despain is part of a group that is putting together an invitational dirt track that will run in conjunction with Springfield Mile over the Labor Day weekend. The race will pay a $50,000 purse with $25,000 going to the winner, and will raise money to help produce a **Dirt Track Racing Hall of Fame**. "The response has been overwhelming," Despain said. "There's still a lot to be worked out, but this group can really do a lot when they all pull together. The enthusiasm has been impressive and we're just hoping the dirt track enthusiasts will join in." For more information, call Despain at 706/769-0474.

The Sebring, Florida, round of the **Formula USA Series** has been canceled. Originally scheduled for April 5, F-USA has withdrawn the event for financial reasons and is looking at other options to fill the date.

F-USA has announced that **Pro-Tek** will sponsor its Super Sport class, and the class will now be called **Pro-Tek Super Sport**. The class is for production-based sportbikes weighing no less than 380 pounds and producing no more than 103 horsepower on the official Dynojet dyno.

Vance & Hines Ducati's **Anthony Gobert** will be the featured guest at Sport Bike Night at In Cahoots in Sacramento, California, on February 23. Gobert is scheduled to be in attendance from 7 to 10 p.m. For more information, call 916/373-1557.

For the first time, the **Canadian CMA Pro Motocross Series** will incorporate a Pro Arenacross and Supercross as points-paying rounds for the 250cc class in 1998. The CMA feels that its riders have developed the special skills required for stadium-style tracks and enjoy riding them, so it is a natural progression to include these events in the championship series. The 1998 season is expected to consist of three outdoor events, one supercross and one arenacross. Following the direction taken by the FIM in establishing the 250cc class as the premier class in motocross competition, in 1999 the number-one plate will be awarded to the 250cc-class champion rather than to the rider who accumulates the most points in both the 125 and 250cc classes. A National Championship will also be awarded in the 125cc class. For more information, call 905/522-5705.

Racing's longest-serving and most successful engineer and team manager, **Erv Kanemoto**, has spoken out against new **unleaded fuel regulations** for the 1998 Grand Prix season, reports *Cycle News* contributor Darryl Flack. Speaking after Max Biaggi's second 500cc Honda test in Australia, Kanemoto, whose honor roll of riders also includes Freddie Spencer, Eddie Lawson and Wayne Gardner, said the move to unleaded fuel is politically, not technically, motivated. "If it were up to me, I'd like to see the current rules stay," Kanemoto said of the fuel specification used last season. "We already had a reduction of lead content in 1994, and I believe the move to full unleaded will have a very big impact on Grand Prix racing. It's the single most significant factor facing every team this year. It means a whole new spec, and it could be quite costly." Kanemoto was quick to add that while he doesn't agree with the decision, he understands the reasons why it was made. "We'll be using everything," Kanemoto said as to how his team will get the new fuel to work. "It all comes down to experience when you're trying to set the compression ratio that will maximize performance while remaining reliable. It is possible that there could be a change in port timing as well." At the IRTA test at Eastern Creek, there were unconfirmed reports that a V-twin Honda team suffered two major engine failures while running unleaded fuel. In the early '90s, GP race fuel was reaching an octane level of 116-plus, but the low-lead fuel introduced in '94 dropped the rating to 104-105. The new unleaded is in the very low 100s. Accordingly, most of the leading HRC teams claim the NSR500 has lost between 5 and 8 percent power from 1997 to 1998 in its current form.

Happy anniversary BMW

To commemorate BMW's 75th anniversary, the company will be offering two limited-addition models such as this R1100R roadster. The R1100R will be finished in the classic Night Black (non-metallic) paint with white double-pinstripes along the tank and side panels. Seventy-fifth anniversary logos adorn the 5.5-gallon fuel tank. The manufacturer's suggested retail price for the roadster will be $11,990. BMW will also have a 75th anniversary special-edition R1100GS model, which will sell for $13,990. All purchasers of these models will receive a special commemorative portfolio containing a certificate of authenticity, a 75th-anniversary-model commemorative book, a model-specific 75th-Anniversary pin, and a key fob.

Yamaha and **Graves Motorsports** have inked a deal that will see the Van Nuys, California-based aftermarket company campaign a YZF-R1 - ridden by Mark Miller - in the 1998 AMA **Formula Xtreme** Series. Additional backing for the team will come from Maxima and Michelin. Company owner Chuck Graves will act as crew chief, and Graves Motorsports will work in conjunction with Yamaha to develop race parts for the all-new machine.

Lotus Tours, the Chicago-based motorcycle touring company, has announced that Ducati Motor SpA and Lotus Tours will cooperatively operate a series of factory delivery programs beginning in June. This new Factory Delivery Program, a.k.a. Fly-Buy-Ride, will be run in cooperation with the North American Ducati dealers. All motorcycles will be U.S. specification, including California, and they will carry full Ducati factory warranty. Lotus Tours will launch the first officially sanctioned Fly-Buy-Ride program, June 24 - July 3. A second tour is scheduled for September 15-25. In the Factory Delivery Program, Lotus Tours participants have a chance to visit the Ducati factory and the new History of Ducati Museum and learn more about Ducati. The eight-day tour begins at Ducati with lunch at the factory in Bologna, Italy. For more information, call Lotus Tours at 312/951-0031.

After a 20-year absence, Premier Racing Productions and Southeastern Short Trackers (SST) have announced that AMA motorcycle dirt track racing will return to **Wilmont Speedway**, in Wilmont, Wisconsin, for two race dates: Sunday, July 19, and Sunday, August 23. For more information, call Premier Racing Productions at 847/395-0500, or Southeastern Short Trackers at 414/353-5920. Rider info: 414/353-5920.

Team Obsolete has announced its **1998 Trans-Atlantic Match Race Series**, schedule, which will consist of three dates in the USA vs. UK match-race action: April 17-19 at Laguna Seca Raceway, as part of the AMA/MBNA Superbike National; July 25-26 at Cadwell Park, England, as part of the "Forgotten Era" weekend; and October 18 at Daytona International Speedway, as part of "Biketoberfest." The prestigious Hailwood Trophy will again be awarded to the high points scorer at each event.

It might be the middle of winter, but now is the time to start planning your summer vacation - like attending the **Honda Hoot Rally** in Asheville, North Carolina, June 23-27. Registration is now open and brochures are available. This year's attendees will be treated to demo rides on many different brands, including Honda, Kawasaki, Moto Guzzi, Triumph and Yamaha. For more information, call the Hoot Hotline at 800/347-1289 or check out Honda's web site at www.hondamotorcycle.com.

Just a reminder: The Rock Island Riders of Hawaii will be putting on its 23rd annual **Mauna Kea Enduro** on the main island of Hawaii over the Memorial Day holiday weekend, May 23-24. For those interested in competing in this one-of-a-kind event, it's best to plan early, especially for riders from the mainland who are thinking about attending. For more information, call 808/959-1848.

USA Motorsports will present the third annual indoor short track race in conjunction with the monster-truck event at the Tucson Arizona Convention Center in Tucson, Arizona, March 6-8. There will be a guaranteed $1000 purse each night and also a vintage class with a

100-percent payback. For more information, call 719/528-6738.

Harley-Davidson recently opened its newest dealership before an enthusiastic crowd of nearly 700 in **Damnum, Saudi Arabia**. The 12,000-square-foot designer store includes a showroom, offices, workshop and warehouse.

Race Tech received the Innovation Motorcycle Safety Award in the suspension category, according to Race Tech's Jack Edwards. Race Tech Gold Valve Emulators took top honors over other individuals and suspension companies for creating innovative products that are state-of-the-art in motorcycle safety. The annual awards are established by the IWIEF (Inventors Workshops International Education Foundation) for systems, products, or ideas that contribute to enhancement or furtherance of safety from mechanical, electrical or hydraulic aspects.

AHRMA is organizing an exhibit of historic Yamaha motorcycles that will be displayed in the pits of the **Daytona Classic Days by Yamaha** vintage events at the Daytona International Speedway, March 2-3. Bikes already committed for display are Daytona 200-winning Yamahas that were ridden by Don Emde (1972), Jarno Saarinen (1973) and Dale Singleton (1979). Anyone with additional notable Yamaha machines that they could provide for the display should contact Jeff Smith at 715/842-9699, or Don Emde at 714/249-2270.

Last week we inadvertently left out the phone number for Danny "Magoo" Chandler's new **Sierra Camp**. Those interested in Chandler's three-, five- and seven-day MX training camps can call 530/367-2818 or 530-367-4920.

Although AHRMA recently retired road racing number 55 in memory of **Roger Reiman**, the vintage racing association has granted Japan's Sundance Racing permission to use the number during the March 2-3 AHRMA Classic Days at Daytona International Speedway. Yoshiyuki Sugai will ride the team's "Daytona Weapon" Harley-Davidson with number 55 to honor Reiman, the former AMA Grand National Champion and three-time Daytona 200 winner who was killed in an accident during practice last year at Daytona.

According to AHRMA, **Duke Video** will have a film crew at the AHRMA races during Bike Week at Daytona in March. The crew will be shooting British machines and interviewing racers of British motorcycles, including Dick Mann, Dick Klamfoth and Gary Nixon. The majority of the crew's footage will likely come from the two concours events scheduled - February 28 in DeLand, Florida, and March 2 at Daytona International Speedway. Owners of British bikes are being encouraged to participate.

Rounds two and four of the **LA Playa GP Series**, scheduled for May 17 and October 4 in Rosarito Beach, Mexico, will be held on a brand-new track, according to race promoters. The new track will be built on hard-packed soil, only a few yards from the beach. Rounds one (March 1) and three (August 23) and the final round (December 6) will be held on the traditional sand track in Cantamar. In addition, a new class will be added to the series, called Thunderbikes. The four-stroke class will pay 50 percent of the entry fees to the Mike Young Jr. Foundation. For more information, call 52/661-22525.

Steve Hensley has teamed up with **Gary Davis** and **Rick Cresse** to continue building **Trackmaster** frames. Trackmaster founder **Ray Hensley** died in June of 1997 after a long bout with cancer. For more information, call 805/295-7100.

The Utah Sport Bike Association will hold an open practice day on February 22 at the old **Las Vegas International Raceway**. The day will consist of two sessions - race and street - and will cost $125. For more information, call 801/281-2256.

Racing Enterprises Motorsports (REM), the promoters for Carlsbad Raceway's Saturday MX program, will be making the move to **Glen Helen Raceway** on April 4. According to REM's Frank Thomason, the Saturday MX program will remain the same as it has been at Carlsbad Raceway for the past decade. REM will be building a new outdoor motocross track on what was known as the vintage track at Glen Helen. REM's last race at Carlsbad will be on March 28. For more information, call 619/484-1441.

The Arizona Vintage Dirt Racing Association (AVDRA) has announced that it will be hosting the inaugural **Southwest Vintage Motocross Championships**, in conjunction with the AMA Western Four-Stroke National MX Series to be held at SpeedWorld MX near Phoenix, Arizona, April 19. Classes for all vintage and evolution-class bikes will be offered. For more information, call Dave Boydstrun at 602/966-0101.

In addition, Double D Race Promotions will be hosting its **Southwest Veteran's MX Championships** at the aforementioned race at Arizona's SpeedWorld MX. The vet part of the program will include a $2000 Vet Pro (Over 30) cash purse to be offered on Saturday, April 18. Also, a full sportsman four-stroke and vet program will be run. No membership is required. For more information, call Double D Racing at 602/849-1572.

WorldSports notes: The dates of February 28-March 1 will be the finals for the Florida Winter-Am MX Series at Gatorback Cycle Park in Gainesville, Florida. WorldSports changed its schedule to provide racing and a pro purse for the weekend of what had been the AMA tradional kickoff of the outdoor Nationals. On the 28th, the same day as the Tampa (Florida) Supercross, WorldSports will host a schedule for Saturday morning so riders can attend the supercross in Tampa that night. There will be 24-hour access to Gatorback for those who will be arriving late. A $10,000 pro purse will be up for grabs on Sunday.

Dirt tracker **John Nickens III** will be getting his dream shot, as he has made a deal with former Rusty Rogers and Georgie Price IV team owner Bob Norfleet to contest the AMA Grand National Championship Series in 1998. Nickens, who became the first African-American rider ever to qualify for a Grand National main event, at the '97 Daytona Short Track, is scheduled to ride the entire series. Norfleet is making a return to the Grand National trail after parking his equipment during the '97 season.

Former AMA 883 National Dirt Track Champion **Scott Stump** has signed to ride the 883s of Gutteridge Harley-Davidson of Danville, Illinois, in the 1998 AMA 883 National series. Stump, of Las Vegas, Nevada, rode for the team at selected events last year, but will occupy the ride full time in the hope of picking up another 883 National title.

Although his Grand National dirt track plans are not yet finalized, **Joe Kopp** has secured a pair of deals that will allow him to get in some road racing at the West Coast rounds of the AMA/MBNA Superbike Series. The Washington rider has hooked up with two local dealers to contest bikes in the Supersport classes. Kopp will ride a Dick's Suzuki GSXR600 in the 600cc Supersport class, and a Ricci Motorsports GSXR750 in the 750cc Supersport ranks. "We're gonna go out and give it a shot," Kopp said of the rides. "It will be fun. I've got to try it. The Bostroms and some of those other guys did, so what the heck?"

The **Sidecar Road Racing Association** will take part in two AMA/MBNA Superbike Series events in 1998. Sidecars are scheduled to be in competition at the Laguna Seca round in Monterey, California, and at Road America in Elkhart Lake, Wisconsin. For more information, call SRA West, 916/339-1778.

MARRIED: Southern California's Showcase Bike Night promoter Frank Steeves, to longtime fiancee Claire Casavi in Mission Viejo, California, on February 7.

OPENED: JYF Enterprise, offering web space and design services for motorcycle-related businesses wishing to get on the World Wide Web. For more information, call 315/926-4576, or check out the following Web address: JYFENT@prodigy.net.

AUTOGRAPH SIGNING: At Suzuki of Brandon, in Tampa, Florida, on Friday, February 27, from 6 to 7 p.m. Members of Team Suzuki's MX team are scheduled to appear. For more information, call Lee Blackwell at 813/628-9418.

NAMED: Michael Farabaugh, Dal Smilie and Rick Gray, to the AMA Board of Trustees. Farabaugh has filled the vacancy left by longtime AMA board member Bill Baird, who retired last year. Smilie and Gray were voted back in to three-year terms.

MOVED: Enthusiast Cycle & Sport, to 202 E. Woodhaven, Duncanville, TX 75116, 972/572-9253.

ANNOUNCED: Softball-bat manufacturer Demarini Sports, as a sponsor of the FMF/Honda supercross and motocross team.

OPENED: Rocket Science Racing's home page on the World Wide Web. The site can be found at the following address: http://www.micapeak.com/Rocket _Science.

OPENED: JT Motorsports' home page on the World Wide Web. The site can be found at the following address: http://www.jtmoto.com.

FORMED: Tech One Motorsports, an in-house performance machine-shop service, specializing in competition valve jobs and cylinder-head repair with Superflow cylinder-head testing equipment, in Ramsey, Minnesota. For more information, call 612/427-7470. CN

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VOICES
LETTERS TO THE EDITOR

Report from the grandstand

Last night at the Phoenix Supercross my friend and I were saddened to see the advancing stages of the death of a sport we all enjoy - supercross.

It's a beginning of death due to the deadly combination of alcohol and greed. Drunken, unruly fans made what would have otherwise been an exciting, enjoyable evening an ugly spectacle. The greed was apparent in the prices charged, not only for admission, but for products for sale inside the stadium. To promote this activity as a family sport is a cruel joke considering admission costs for a family of four, coupled with absurd prices for things like cotton candy at $5. What went on in the stands was not something fit for children.

The poor use of the stadium sound system and the constant commercial messages combined to distract from the high quality of racing on the track. After two years of attendance, witnessing the same outrageous behavior, most of the 12 people in our group have decided to give up and watch the races on television.

Richard Peck
Tucson, Arizona

If "drunken, unruly fans" are the death of supercross, then other family-oriented sports such as baseball, football, hockey and soccer would have died a long, long time ago. Unfortunately, these kind of people do exist and are next to impossible to weed out until it's sometimes too late. As is evident in the following letter, the supercross promoters are aware of the problem. As far as price of admission is concerned, if you have not attended any other large sporting event lately, such as football or basketball, then you probably are not aware of what a bargain supercross really is. Comparatively speaking, $35 for the best seat in the house isn't too bad. Also, supercross has nothing to do with the cost of cotton candy. The price is the same as at a football game. Yes, the sound system wasn't great at Phoenix, but that's the stadium's fault. Sometimes the supercross promoters just have to make do with what is provided them. Finally, supercross has bills to pay, too. Without advertising, supercross simply would not happen, and you wouldn't even be able to watch it on TV. What's worse?... Editor

PACE responds

I would like to take a moment to respond to several letters to the editor in recent editions of *Cycle News*. There are two issues that have been a theme in most of these letters.

First, regarding parking and traffic in and around the Los Angeles Coliseum. There are 8000 parking spaces operated by the Coliseum and adjacent to the Coliseum complex. Those are the first lots filled on event day. There are an additional 13,000 parking spaces in lots operated on the USC campus, a half mile or less walk to the Coliseum. All of the coliseum and USC lots are between $7-$10. There are independently operated lots operated by businesses or private individuals, and I recommend using Coliseum or USC parking first before using these lots. As stated in one of the letters, these lots are subject only to how much the business/individual wants to charge. We worked diligently with the Coliseum staff, the LA police department and the Department of Transportation to make the traffic in LA a manageable process. I believe we made major improvements in the parking/traffic issues from the 1997 event to the 1998 event. When construction forced us to move from Anaheim to the LA Coliseum, we were aware that parking and traffic were major issues. They will continue to be issues we proactively attempt to deal with at every event every year. Absolutely the best way to beat the traffic is to come for "early entry" - the parking and traffic challenges don't exist early in the day.

The second issue I would like to address is crowd behavior/safety at supercross, specifically at Los Angeles. There were no police reports of incidents *outside* the LA Coliseum for the event. The LA Coliseum, because of past isolated incidents and their current efforts to be the site for a renovated NFL stadium, have put a major emphasis on safety. We had over 50 LA police officers inside the Coliseum, and 70 LA police officers outside the Coliseum, in addition to the more than 200 unarmed security personnel working the supercross event. No doubt there were several drunken-behavior incidents inside the Coliseum, a problem we are aware of and promise to be proactive about. PACE can do several things to work on the problem, i.e. the "pace" of the show (downtime equals rowdy behavior), nondrinking "family" sections, more aggressive facility alcohol-management control, etc.

I will keep all supercross fans advised as to how we are doing with these issues.

The purpose of my letter is to let you, the supercross fan, know that PACE does care, is aware and is continuing to improve supercross, an already phenomenal sport.

Ken Hudgens
Vice President, Marketing
PACE Motor Sports

PACE Motor Sports is the promoter for 15 of the 16 AMA Supercross Series rounds...Editor

Godspeed, Lee Adams

The off-road community suffers a great loss in the passing of Lee Adams.

Lee was a friend to many and a competitor. He raced D-37 desert, DRA, CRC, etc., in the 1960-70s with an excellent finishing record. He was also the oldest finisher in the Barstow-to-Vegas hare and hound one year. Lee was an avid enthusiast, racing and riding whenever possible, and he was a member of the Masterlinks MC, LBFD MC and the Sodbusters MC over the years.

Lee was also a Long Beach Fire Department captain, an avid deep-sea fisherman, and an accomplished surfer and diver.

Lee will be greatly missed. Godspeed, my friend.

Mike Hood
Riverside, California

Congratulations, Ryan Huffman

I am writing this letter to congratulate Ryan Huffman on his new factory ride with Suzuki.

I went to high school with Ryan and, although he probably doesn't know me from Adam now, I am a loyal fan of his. I have kept tabs on his racing career for the last five years or so, and I was extremely impressed with his performance last year. He was consistent all year and he is now reaping the reward for all of his hard work.

I didn't know Ryan all that well in high school either, but, nevertheless, he was kind enough to let all the guys ride on his two tracks. For the most part, I am still a squid novice here in Las Vegas, but there is nothing I would rather do than ride. Congratulations, Ryan, on all of your accomplishments, and thanks again for promoting the thrill of motocross to all of us slow guys.

Good luck this year.

Dave Gifford
Las Vegas, Nevada

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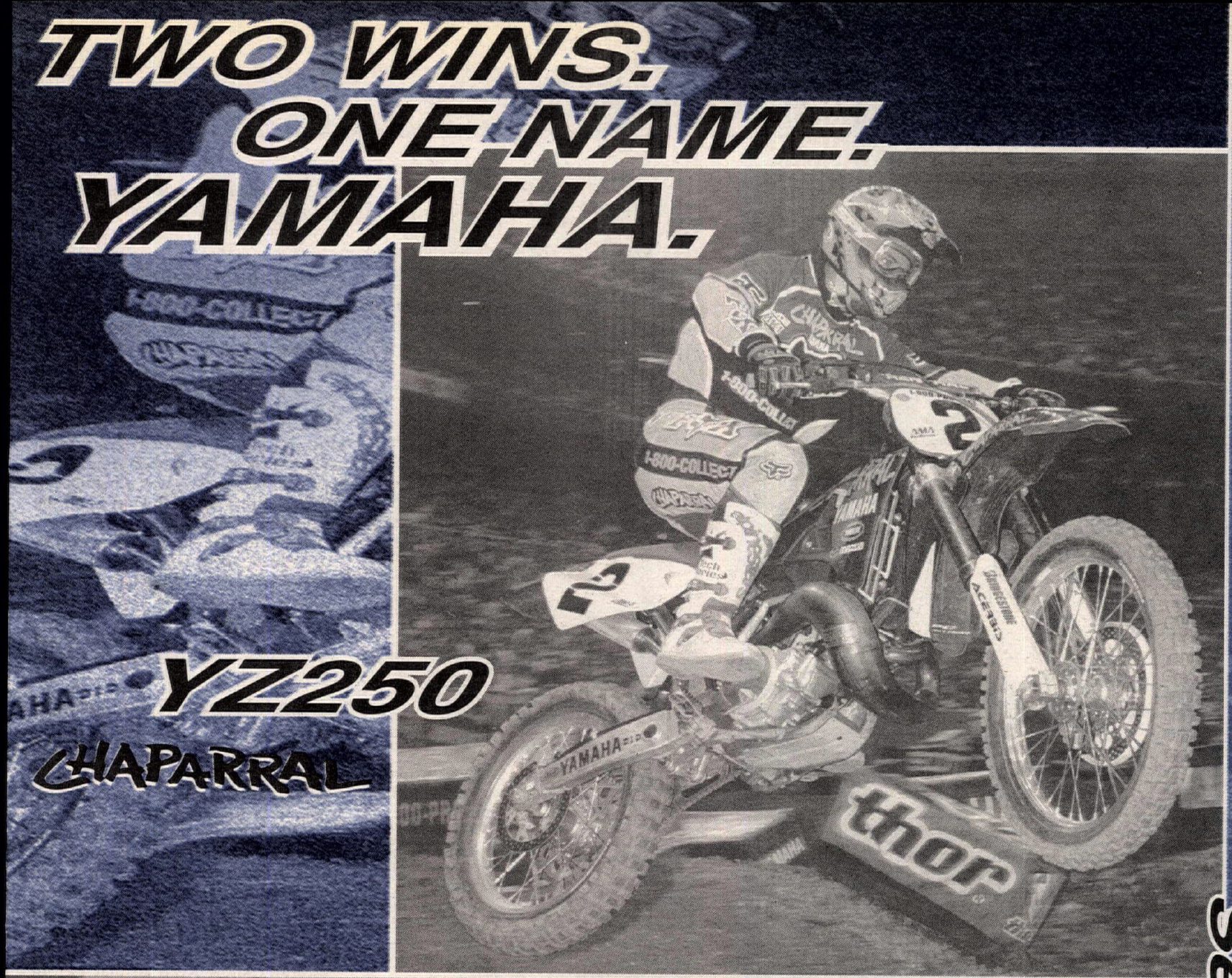
ON THE FRONT COVER

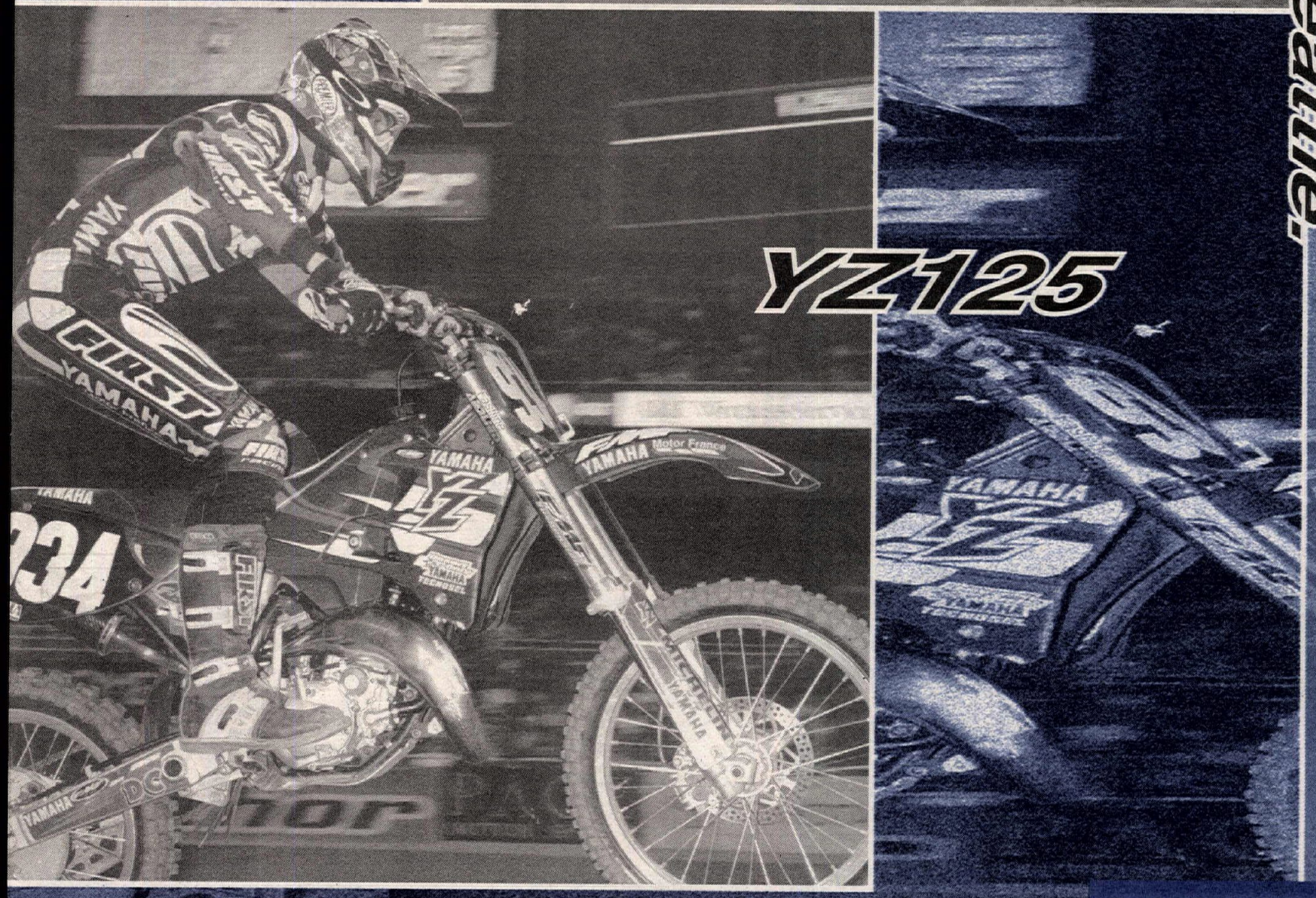
Jeremy McGrath won his second straight AMA Supercross Series round, this one coming at Qualcomm Stadium in San Diego, California. Photo by Kinney Jones.

TWO WINS. ONE NAME. YAMAHA.



McGRATH.

Seattle.



VUILLEMIN.

YAMAHA

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Round 5: Qualcomm Stadium

Here come the men in blue

(Left) Yamaha was on cloud nine at the San Diego Supercross after Chaparral/ Yamaha's Jeremy McGrath (center) and Jimmy Button (right) finished first and second, respectively. Kevin Windham's third-place finish gave Yamaha a clean sweep of the podium. (Below) McGrath was unstoppable in San Diego, grabbing the holeshot and leading every lap of both his qualifying heat and main event. The four-time champ now has a 27-point lead over Ezra Lusk in the point standings, 114-87.

By Cameron Coatney
Photos by Kinney Jones

SAN DIEGO, CA, FEB. 7

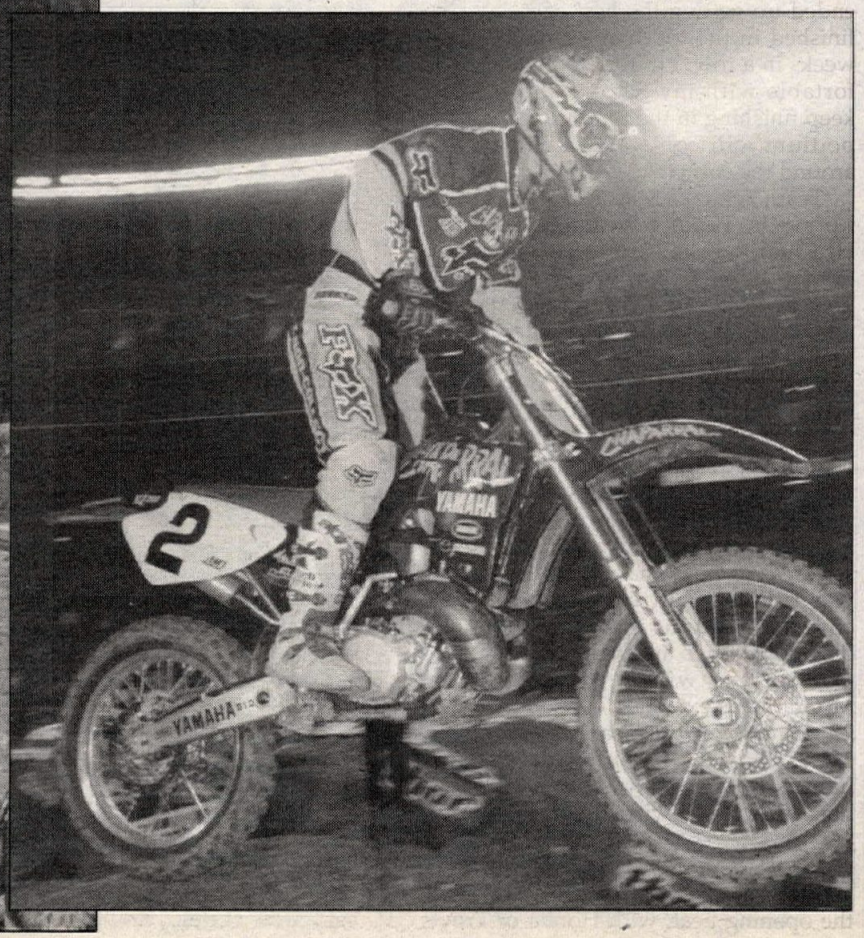
After coming within just a few corners of occupying the top two positions on the podium last week in Seattle, Team Chaparral Yamaha's Jeremy McGrath and Jimmy Button came through by finishing first and second, respectively, in front of 52,007 fans at the San Diego Supercross.

McGrath had a flawless night, grabbing the holeshot in both his heat and the main event in similar fashion before trouncing away to commanding victories at the PACE MotorSports-promoted event. The win marked McGrath's 47th Supercross victory and his 63rd win - including National MX victories - which moved him into a tie with the legendary Rick Johnson and Bob Hannah on the all-time win list. For McGrath, it was a night to remember, for his team and for himself - and it went a long way toward increasing his confidence.

"I'm riding really good right now and there's no reason I can't keep winning like that," McGrath said. "I feel great right now. I'm super-excited about Jimmy's second-place finish, and it couldn't be better for the team. My confidence is as high as it has ever been in my life. Everything is working excellent and I feel the same as I did in '96. I come out here knowing I can win. That's the difference between this year and last."

After coming so close to accomplishing this feat last weekend, Button was determined in San Diego. McGrath's teammate didn't have the early success the four-time SX champ enjoyed, but won his semi to advance into the main. After another mediocre start in the main, Button climbed the ladder to take over second with a brilliant pass on both Kevin Windham and Doug Henry in the whoops on lap nine.

"This should have happened last weekend, but I capitalized on it - I made it a stepping stone instead of getting upset about it," Button said. "Everything worked out and I'm stoked. There is no reason why this can't happen every weekend. Jeremy is riding phe-



nomenal right now and I think I'm pretty close, but he's just getting rad starts. Hopefully, I can just keep on going."

Making it a complete Yamaha sweep of the podium, Team Yamaha's Windham held on for third, a position he held from start to finish of the 20-lap race, which also did much for his waning confidence.

"I've been trying to take some baby steps and tonight it paid off," Windham explained. "Coming out of the 125cc class, I'm not expecting it to happen overnight, but I know I can do it. I just need to take my time and go through the steps, which I think I'm doing with a great team. Tonight was great. Yamaha pretty much swept the whole night, heats and everything in both classes, so all the hard work is starting to pay off for these guys - not only for the riders, but the guys behind the scenes. I can't believe it. It's a goal and I can't expect to just jump out there and do it right away. A podium was my goal for the night and I accomplished it. I just want to be consistent and would be happy with a top five in the class."

Team Jack in the Box/Honda/Factory Connection's Mike LaRocco matched his best finish of the year with a fourth-place finish after having to qualify for the main out of a semi. Like most, LaRocco is still coming to terms with the mental side of racing.

"My team is good and has the stuff to win," LaRocco said. "I've just been struggling a little bit with my mind and getting out front. As soon as I get that, things are going to turn around for me. On the East Coast, I always seem to perform better with those tracks, so I'm ready to get out front and get on that podium."

Taking one step back in position this week was Team Suzuki's Larry Ward, who was involved in another heated exchange between foes at the end of the main event. Again, he held tough to finish fifth.

"I got into a really heated battle those last five or six laps with (Ryan) Hughes, LaRocco and (Mickael) Pichon, and it was a really clean battle," Ward explained. "No one slammed anybody. It was probably one of the gnarliest battles I've been in in a long time. LaRocco ended up getting the best of it, but I've finished in the top five for the last two weeks in a row. I think I'm getting comfortable with my Suzuki and if I can keep finishing in the top five, slowly the podium will come and a win's right around the corner."

Team Suzuki's Mickael Pichon ended up sixth, Team Kawasaki's Damon Huffman worked up to seventh after tangling with teammate Sebastien Tortelli in the first corner and starting near last, and defending champ Jeff Emig ended up eighth after a bad start and a lackluster ride. Rounding out the top 10 overall were Team Yamaha's Doug Henry, who ran as high as fourth before throwing it away in the whoops, and Team Honda of Troy's Mike Brown.

Not only did McGrath win, but he also saw his closest rival thus far in the series, Ezra Lusk, have problems. Lusk was running fourth when a hay-bale cover got caught in his front wheel, dropping him to an eventual 11th.

With the win and Lusk's 11th, McGrath has extended his points lead to 27 points over the Team Honda rider, 114-87. Emig sits in third with 80, Windham is fourth with 79, and LaRocco holds down fifth with 71 points.

HEATS

Emig blasted out to the holeshot in the opening heat, with Honda of Troy's Michael Craig, Henry, Tortelli and the pack in tow. By the middle of the first lap, Henry had leaped into the lead, followed by Emig, Craig, Huffman, Tortelli and Lusk.

Henry immediately pulled away, taking an insurmountable lead to the finish. Lusk moved up quickly on Emig and the two went back and forth in an exciting duel before Lusk pulled away on the last lap to take second. Craig immediately began to hound Emig, but settled for the final transfer spot in fourth.

Going to the semi were Brown, Pichon, Reynard (after an early crash) and the dueling Huffman and Tortelli, among others.

The second heat was a sign of things to come as McGrath pulled a monumental holeshot (having a bike length on the field after traveling only approximately four bike lengths out of the gate) and never even thought about looking back. He took the checkered flag with about five seconds to spare.

"I got a really good start," McGrath said. "My Bridgestone Yamaha was putting me right out in front every time. It was super-fast and hooked up every time. The dirt was really sticky so I kept the rpms up really high and worked the clutch, and it worked out great. Everything just went perfect."

Windham went at it with Suzuki's Greg Albertyn before the youngster got away from the three-time World MX Champion early on.

"My heat went good," Windham said. "All of my heats have gone really well this year. I haven't gone to a semi yet, knock on wood."

Late in the race, Hughes battled by Ward to get into fourth and nearly got Albertyn at the checkers. Ward, LaRocco, Lamson, Team Kawasaki Mexico/Tecate/Thor's Phil Lawrence, Noleen/Thor/K2-backed Tim Ferry, and Button finished fifth through 10th, respectively, and went on to semi number two.

SEMIS

Huffman got the jump off the gate in the first semi, but Pichon had his own plan and had the lead after the slick first turn. Brown, Tortelli and FMF/Pirelli-backed Jean-Sebastien Roy gave chase.

While Pichon pulled away to a fairly easy win, Tortelli, Brown and Huffman battled over second until things settled down, with Brown taking second, Huffman third and Tortelli fourth, the latter blowing it when he came up short on a triple jump right out of a corner. Reynard dispatched Roy to earn fifth, sending the Canadian to the LCQ.

Lamson wanted the second-semi win, but Button wanted it more and took Lamson's line away with a block-pass in the second corner - and that was all she wrote. Larry Ward deposed Lamson and pressured Button for the lead midrace until settling into second. Ferry soon put the injured Lamson back another spot and the two finished third and fourth, respectively.

The best effort of the race came from LaRocco. The Indiana native went down on the first lap and started near the back of the pack. With three laps to go, LaRocco began to work on Yamaha of Japan/Holley Racing's Takeshi Koikeda for the final transfer spot. The Japanese rider held his ground before LaRocco shoved his way by on the last lap. Lawrence finished seventh and went to the LCQ.

LAST-CHANCE QUALIFIER

Corey Keeney nailed the start of the LCQ on his FMF/Xtreme-sponsored YZ with Voss, Roy and Lawrence looking to advance. Roy made the first move to the front and then Lawrence leap-frogged him, and the two held formation to the checkered flag - taking the final two picks on the main-event gate.

MAIN EVENT

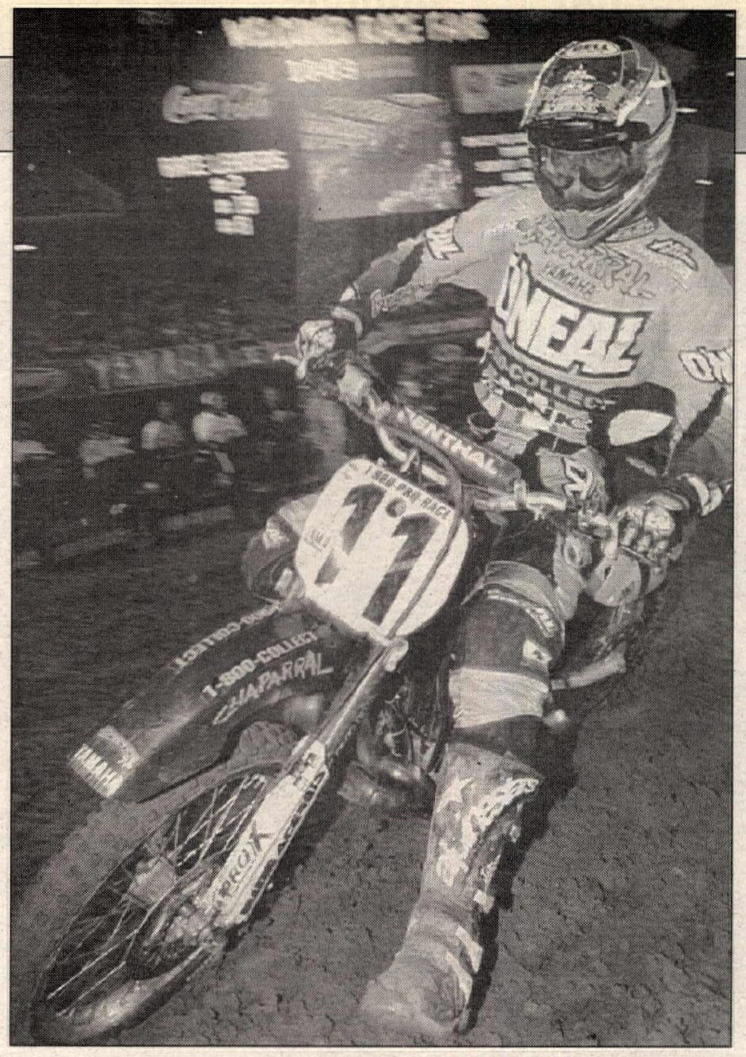
There was no doubt as to who got into the corner first in the main event - McGrath was gone again. Although Craig did manage to run his front wheel down the right side of McGrath's back exiting the first rhythm section, the Californian still crept away, with Henry, Craig, Windham, Lamson, Lusk and Hughes giving chase. Emig came around in about 15th, while his teammates Tortelli and Huffman came together again in the first turn and were left in the mud.

The action was definitely hot and heavy behind McGrath, but he simply pulled away on his Randy Lawrence-tuned YZ250, winning with some 11 seconds on second place.

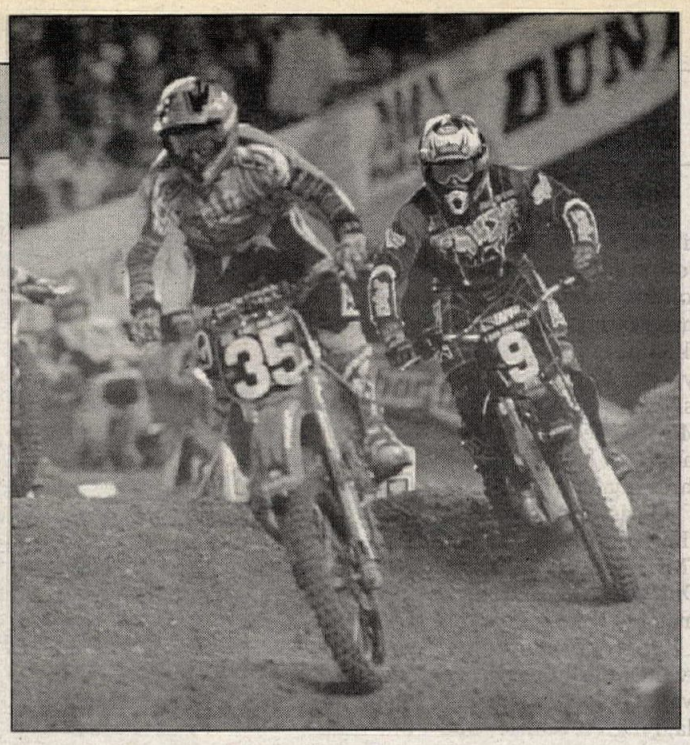
"Our heat race was like four seconds faster, so I was really confident going in," McGrath said about the main. "I still was a little nervous, just like always at the beginning of races. I just nailed the start and came around the corner, and Craig kind of landed on me. But it was no problem; it was just the first-turn mess there. After that I just charged really hard and got away from everyone. The race went pretty much flawless except I almost crashed once in that first corner. I almost swapped out."

Behind McGrath, a war broke out involving teammates Henry and Windham, Albertyn, Lusk, Hughes, Button and Craig. Henry and Windham went back and forth on the first lap, but Henry eventually got a little breathing room. Then Lusk bagged Albertyn for fourth as Button started his march forward. Soon after, Albertyn went down, dropping to the back of the field.

On lap seven, disaster struck Lusk



(Left) After missing the podium last week, Jimmy Button was not about to be denied and finished second behind his teammate McGrath.
(Above) Team Yamaha's Kevin Windham turned in his best performance of '98 by finishing on the podium in third.
(Below) McGrath (2) leads Windham (8), Albertyn (7), Ward (4), LaRocco (5) and Hughes (10) at the start of the second heat.



(Left) Yamaha's dream night started when John Dowd (9) won the 125cc feature after a close battle with three-time winner David Vuillemin (934), Stephane Roncada (18) and Nathan Ramsey (not pictured). Vuillemin finished second, Ramsey charged to third and Roncada held on to fourth after a late-race crash.
(Above) Dowd (9) withstood the pressure of Pro Circuit's Ramsey (35) during their heat race, where the two finished third and fourth, respectively.

when he encountered a freak problem while closely hounding Windham and Henry.

"Well, I just started to put some pressure on Kevin and Doug, and I was riding a little close on Kevin's rear wheel, and he clipped a hay bale," Lusk said. "I ran it over and the cover got caught in my front wheel. The wheel started locking up little by little and then it shut down. A flagger jumped in and ripped it out."

Lusk resumed the race in about 18th place and began his long ride to the finish. Button was on the move and made a spectacular pass by both Windham and Henry to take over second in an amazing charge through the whoops. The next two laps saw Henry encounter problems that put him out of contention.

"I was running fourth and I went off the track in the whoops, " Henry said. "It really slowed me down because I got too excited to get back on the track and I started pushing hard and making mistakes. I really wore myself out, and then I went off the track after the triple when I landed on a bale. It was just one of those races where I couldn't relax and get in the groove. If I can just calm myself down, I'll be fine. The bike is working really good and I'm not going to try and force it - just let it come to me."

As McGrath cruised out front, Button had a comfortable hold on second place after an inspired ride.

"The start sucked," Button said. "I just didn't get a good start, but I worked my way up and had good lap times going. Brian (Kinney, his mechanic) was giving me my lap times, and they were awesome. So I kept going, kept going and picking guys off easy. I had a good race line going out there that I don't think some of the other guys had going. They were kind of struggling a little bit. The bike was working awesome."

Windham was firmly planted in third and easily held it to the checkered flag. Behind him, Hughes, Ward, LaRocco and Pichon were trading paint over fourth through seventh. LaRocco stuffed his way past Ward and then displaced Hughes in a rhythm section to take over the position for good with five laps to go.

"The night started off pretty bad for me - I rode pretty tight," LaRocco said about his evening. "We made some changes for the semi and things were a little better, but I went down on the start (in the main). I came through and got fourth on the last lap. I had a really bad pick on the start, on the outside, and I flinched and came out of the corner in about 18th or so. We made it through pretty good the first lap. We made some changes to the bike for the main and it was fast and handled real good. I'm happy with my ride, but basically it took me the whole race to get up there."

Ward, Hughes and Pichon continued to dice, with Ward taking fifth over Pichon. Hughes crashed, allowing Huffman to take seventh after a spirited charge. Emig worked his way up and eventually passed Henry late in the race to steal eighth place. Brown was 10th and Lusk worked back up to 11th in front of Ferry, Hughes, Albertyn, Craig, Lamson, Roy, Tortelli, Reynard, and Lawrence. CN

Qualcomm Stadium
San Diego, California
Results: February 7, 1998 (Round 5 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Doug Henry (Yam); 2. Ezra Lusk (Hon); 3. Jeff Emig (Kaw); 4. Mike Craig (Hon); 5. Mike Brown (Hon); 6. Mickael Pichon (Suz); 7. Sebastien Tortelli (Kaw); 8. Damon Huffman (Kaw); 9. Jean-Sebastien Roy (Kaw); 10. Heath Voss (Hon); 11. Lance Smail (KTM); 12. Ryan Terlecki (Suz); 13. Shaun Kalos (Yam); 14. Jason Frenette (Kaw); 15. Doug Dehaan (Hon); 16. Carey Hart (Kaw); 17. James Chamberlain (Kaw); 18. Ty Birdwell (Kaw); 19. Kris Rourke (KTM); 20. Robbie Reynard (Suz).
Time: 6 min., 47.750 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Jeremy McGrath (Yam); 2. Kevin Windham (Yam); 3. Greg Albertyn (Suz); 4. Ryan Hughes (Kaw); 5. Larry Ward (Suz); 6. Mike LaRocco (Hon); 7. Steve Lamson (Hon); 8. Phil Lawrence (Kaw); 9. Tim Ferry (Yam); 10. Jimmy Button (Yam); 11. Cory Keeney (Yam); 12. Yoshitaka Atsuta (Hon); 13. Takeshi Koikeda (Yam); 14. Naoki Serizawa (Hon); 15. Travis Hodges (Kaw); 16. James Povolny (KTM); 17. Akira Narita (Hon); 18. Austin Squires (Hon); 19. Pat Foster (Kaw); 20. Steve Andrich (Yam).
Time: 6 min., 43.520 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Mickael Pichon (Suz); 2. Mike Brown (Hon); 3. Damon Huffman (Kaw); 4. Sebastien Tortelli (Kaw); 5. Robbie Reynard (Suz); 6. Jean-Sebastien Roy (Kaw); 7. Heath Voss (Hon); 8. Shaun Kalos (Yam); 9. Ty Birdwell (Kaw); 10. Jason Frenette (Kaw); 11. Carey Hart (Kaw); 12. Doug Dehaan (Hon); 13. James Chamberlain (Kaw); 14. Lance Smail (KTM); 15. Ryan Terlecki (Suz); 16. Kris Rourke (KTM).
Time: 5 min., .830 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Jimmy Button (Yam); 2. Larry Ward (Suz); 3. Tim Ferry (Yam); 4. Steve Lamson (Hon); 5. Mike LaRocco (Hon); 6. Takeshi Koikeda (Yam); 7. Phil Lawrence (Kaw); 8. Cory Keeney (Yam); 9. Yoshitaka Atsuta (Hon); 10. Akira Narita (Hon); 11. Steve Andrich (Yam); 12. Travis Hodges (Kaw); 13. Naoki Serizawa (Hon); 14. James Povolny (KTM); 15. Austin Squires (Hon); 16. Pat Foster (Kaw).
Time: 5 min., 60.033 sec.

250 LCQ (6 laps, 1-2 transfer to main): 1. Phil Lawrence (Kaw); 2. Jean-Sebastien Roy (Kaw); 3. Heath Voss (Hon); 4. Yoshitaka Atsuta (Hon); 5. Shaun Kalos (Yam); 6. Jason Frenette (Kaw); 7. Ty Birdwell (Kaw); 8. Naoki Serizawa (Hon); 9. Lance Smail (KTM); 10. Doug Dehaan (Hon); 11. Pat Foster (Kaw); 12. Akira Narita (Hon); 13. Cory Keeney (Yam); 14. James Chamberlain (Kaw); 15. Kris Rourke (KTM); 16. Austin Squires (Hon); 17. Ryan Terlecki (Suz); 18. Steve Andrich (Yam); 19. Takeshi Koikeda (Yam); 20. James Povolny (KTM); 21. Travis Hodges (Kaw); 22. Carey Hart (Kaw).
Time: 5 min., 12.210 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Yam); 2. Jimmy Button (Yam); 3. Kevin Windham (Yam); 4. Mike LaRocco (Hon); 5. Larry Ward (Suz); 6. Mickael Pichon (Suz); 7. Damon Huffman (Kaw); 8. Jeff Emig (Kaw); 9. Doug Henry (Yam); 10. Mike Brown (Hon); 11. Ezra Lusk (Hon); 12. Tim Ferry (Yam); 13. Ryan Hughes (Kaw); 14. Greg Albertyn (Suz); 15. Mike Craig (Hon); 16. Steve Lamson (Hon); 17. Jean-Sebastien Roy (Kaw); 18. Sebastien Tortelli (Kaw); 19. Robbie Reynard (Suz); 20. Phil Lawrence (Kaw).
Time: 16 min., 46.910 sec.
Margin of victory: 10.004 sec.

250cc AMA SUPERCROSS SERIES POINT STANDINGS (After 5 of 16 rounds): 1. Jeremy McGrath (114/2 wins); 2. Ezra Lusk (87/2); 3. Jeff Emig (80); 4. Kevin Windham (79); 5. Mike LaRocco (71); 6. Jimmy Button (65); 7. Damon Huffman (64); 8. Larry Ward (62); 9. Mickael Pichon (60); 10. Doug Henry (67); 11. Ryan Hughes (56); 12. Mike Craig (55); 13. Greg Albertyn (52); 14. Mike Brown (42); 15. Sebastien Tortelli (41/1); 16. Tim Ferry (29); 17. Phil Lawrence (27); 18. Lance Smail (15); 19. Frederic Bolley (10); 20. Jean-Sebastien Roy (9).

KTM JR. SUPERCROSS CHALLENGE: 1. Ryan Ferris; 2. Cole Seely; 3. Chad Gores; 4. Bryce Terzian; 5. Brandon Million; 6. Donnie Kearney; 7. Shana Rhinehart; 8. Christopher Taft; 9. Tyler Hemme; 10. Cameron Corfman; 11. Webb Massey; 12. Jonathan Hornbeck; 13. Evan Gambetta; 14. Nicolas Baker; 15. Cody Agee.

Upcoming Rounds:
Round 6 - Indianapolis, Indiana, February 14
Round 7 - Atlanta, Georgia, February 21

AMA Western Regional 125cc Supercross Series, Round 5: Qualcomm Stadium

Dowd digs deep

By Dave Deringer
Photos by Kinney Jones

SAN DIEGO, CA, FEB. 7

Team Yamaha's John Dowd used strength and determination to take his second 125cc Western Regional main-event win of the year in San Diego's Qualcomm Stadium. In what was arguably the best supercross race of the young season, the 32-year-old workhorse had the fans on the edge of their seats for the final three laps as he held off the advances of FMF/Yamaha's David Vuillemin.

Vuillemin had to come through the pack after a mediocre start and pressured Dowd to the end, only to come up a few bike lengths short.

"I wanted to win real bad," Dowd said after the race. "He has won the last few, and I wanted some for myself."

Finishing third was Pro Circuit/SplitFire's Nathan Ramsey. The Kawasaki rider started just ahead of Vuillemin and also worked through the pack, making a late-race pass on Honda of Troy's Stephane Roncada for the final podium position.

Roncada finished a disappointing fourth, with Motoworld of El Cajon's Greg Schnell finishing fifth. Schnell, who has shown flashes of brilliance several times this year, led for the first seven laps, only to be overtaken by the fearsome foursome. He hung on to fifth in what was his best ride of the season.

Next in line was FMF/Honda's David Pingree, F&S Suzuki's Travis Preston and Team Stiffie/TMR's Shaun Perolio and Michael Brandes. Moto XXX's Brian Deegan rounded out the top 10.

Going into round six of the series in Minneapolis, Minnesota, in March (the Eastern Regional series starts this weekend in Indianapolis), Dowd has a one-point advantage on Vuillemin, 112-111. Roncada sits in third with 98 points, and Pingree is fourth with 84. Ramsey overtook Brandes for the fifth position with 73.

The 125cc Western Regional riders will now take a month-and-a-half vacation, and Frenchmen Vuillemin and Roncada plan on flying back to France to be with friends and relatives. Dowd will move to the 250cc class to "stay in shape." All three riders plan on being 100 percent going into the final two rounds in what is sure to be a dogfight for the championship.

Roncada took the measure of the first heat, taking the win from wire to wire. Schnell showed the crowd that he was going to be a force to be reckoned with on the night as he passed Dowd on the first lap and closed in on Roncada several laps later. Dowd pulled alongside at the end, but Schnell held his ground for second. Ramsey had an uneventful race as he started and finished fourth. Preston, Stiffie's Jeff Willoh, Primal Impulse Suzuki's Jiri Dostal, Deegan and Suzuki Support's Tyler Evans rounded out the nine qualifiers.

Vuillemin managed a carbon copy of his French counterpart's performance as he also grabbed the holeshot and set sail, taking an easy win in heat two. Pingree rode uncontested for a strong second, followed by Primal Impulse Suzu-

ki's Ryan Huffman. The rider from Oregon made several aggressive passes coming through the field after starting in seventh. Teammates Brandes and Perolio finished fourth and fifth, respectively, with KTM-mounted Guy Cooper finishing sixth. Kawasaki of Mexico/Tecate's Erick Vallejo, Jeff Pestana and Isaiah Johnson were the next three qualifiers.

Christopher Wheeler won the last-chance qualifier, followed by FMF/Honda's Jason McCormick. Ryan Duff and Adrian Robert from Costa Rica snagged the final two transfers.

Huffman nailed his second main-event holeshot in as many weeks and was followed by Schnell, Dowd, Roncada, Pingree, Ramsey and Vuillemin.

At the end of the first lap, Schnell and Dowd had moved by Huffman into the top two slots. Huffman countered with a pass on Dowd over a triple jump two laps later, but on lap four Dowd and Roncada railed an inside rut past Huffman to move into second and third, respectively. Vuillemin, who diced early with Ramsey, was next to pass Huffman. Huffman, who had reportedly injured his thumb, started to fade.

Schnell was looking good out front for the next three laps, with Roncada now in second, and Dowd and Vuillemin third and fourth. The stage was set.

Roncada made the first move when he passed Schnell for the lead on lap seven. Schnell held second for one more lap before falling victim to Dowd and Vuillemin within two corners on lap nine.

Roncada led the Dowd-and-Vuillemin freight train for three more laps, as Ramsey had also passed Schnell, moving into fourth.

Dowd pressured Roncada heavily, then made his move as he grabbed a bit more throttle off the finish-line jump and moved into the lead on lap 12. Vuillemin tripled over the Honda rider into second soon thereafter as Roncada was dealing with lappers.

Vuillemin was all over Dowd for the last two laps, but Dowd held off the attack to take the win as the fans rose to their feet. Vuillemin finished directly behind him, with Ramsey crossing for third, the result of Roncada taking a brief off-track excursion. Schnell rode well, defending his position and finishing fifth, followed by Pingree, Preston, Perolio, Brandes and Deegan.

"That was fun," Dowd said of his second win of the year. "Every time I looked around, there was someone there. I needed that one."

"John (Dowd) did not make any mistakes," the friendly Vuillemin explained. "I made too many mistakes and my suspension was a little too stiff, but I'm happy because I came from behind."

"It took me a couple of laps to get going," Ramsey said about his first podium finish of the year, "but I got one under my belt now."

Roncada was unhappy with his fourth-place finish. When asked what he must do to win the championship, he replied, "Go to church!" **CN**

(Right) Dowd's mechanic, Brian Berry, provided part of the motivation in, arguably, the best Supercross main of '98.

Qualcomm Stadium
San Diego, California
Results: February 7, 1998 (Round 5 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Stephane Roncada (Hon); 2. Greg Schnell (Yam); 3. John Dowd (Yam); 4. Nathan Ramsey (Kaw); 5. Travis Preston (Suz); 6. Jeff Willoh (Suz); 7. Jiri Dostal (Suz); 8. Brian Deegan (Kaw); 9. Tyler Evans (Suz); 10. Kris Rourke (KTM); 11. Scott Davis (Suz); 12. Jason Partridge (Suz); 13. Jacob Martin (Suz); 14. Jerry Aleman (Suz); 15. Jake Windham (Suz); 16. Bader Manneh (Yam); 17. Doug Parsons (Yam); 18. David Demangos (Yam); 19. Tommy Harrison (Yam); 20. Frank Mecono (Kaw).
Time: 5 min., 20.820 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. David Vuillemin (Yam); 2. David Pingree (Hon); 3. Ryan Huffman (Suz); 4. Michael Brandes (Suz); 5. Shaun Perolio (Suz); 6. Guy Cooper (KTM); 7. Erick Vallejo (Kaw); 8. Jeff Pestana (Yam); 9. Isaiah Johnson (Kaw); 10. Adrian Robert (Hon); 11. Marc Ristori (Hon); 12. Chris Wheeler (Suz); 13. Josh Tarantino (Yam); 14. Brian Sweany (Suz); 15. Dax Kastrin (Suz); 16. Ryan Duff (Hon); 17. Mark Easley (Suz); 18. Espen Blikstad (Yam); 19. Jason McCormick (Hon); 20. Jimmy Varis (Suz).
Time: 5 min., 19.820 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Chris Wheeler (Suz); 2. Jason McCormick (Hon); 3. Ryan Duff (Hon); 4. Adrian Robert (Hon); 5. Jacob Martin (Suz); 6. Marc Ristori (Hon); 7. Doug Parsons (Yam); 8. Jake Windham (Suz); 9. Jimmy Varis (Suz); 10. Jason Partridge (Suz); 11. Jerry Aleman (Suz); 12. Dax Kastrin (Suz); 13. Espen Blikstad (Yam); 14. Josh Tarantino (Yam); 15. Scott Davis (Suz); 16. Brian Sweany (Suz); 17. Tommy Harrison (Yam); 18. Bader Manneh (Yam); 19. Frank Mecono (Kaw); 20. David Demangos (Yam); 21. Kris Rourke (KTM); 22. Mark Easley (Suz).
Time: 3 min., 40.180 sec.

125 MAIN (15 laps): 1. John Dowd (Yam); 2. David Vuillemin (Yam); 3. Nathan Ramsey (Kaw); 4. Stephane Roncada (Hon); 5. Greg Schnell (Yam); 6. David Pingree (Hon); 7. Travis Preston (Suz); 8. Shaun Perolio (Suz); 9. Michael Brandes (Suz); 10. Brian Deegan (Kaw); 11. Chris Wheeler (Suz); 12. Jeff Willoh (Suz); 13. Jeff Pestana (Yam); 14. Erick Vallejo (Kaw); 15. Ryan Huffman (Suz); 16. Jiri Dostal (Suz); 17. Guy Cooper (KTM); 18. Tyler Evans (Suz); 19. Ryan Duff (Hon); 20. Jason McCormick (Hon); 21. Isaiah Johnson (Kaw); 22. Adrian Robert (Hon).
Time: 13 min., 2.600 sec.
Margin of victory: .001 sec.

125cc WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 5 of 7 rounds): 1. John Dowd (112/2 wins); 2. David Vuillemin (111/3 wins); 3. Stephane Roncada (98); 4. David Pingree (84); 5. Nathan Ramsey (73); 6. (TIE) Michael Brandes/Greg Schnell (66); 8. Jason McCormick (49); 9. Jeff Willoh (46); 10. Ryan Huffman (43); 11. Travis Preston (40); 12. Shaun Perolio (33); 13. Danny Smith (30); 14. (TIE) Tyler Evans/Jiri Dostal (28); 16. Brian Deegan (27); 17. Erick Vallejo (26); 18. Jeff Matiasevich (25); 19. Isaiah Johnson (23); 20. Chris Wheeler (20).

Upcoming Rounds:
Round 6 - Minneapolis, Minnesota, March 21
Round 7 - Dallas, Texas, April 25

Briefly...

The **1-900-PRO-RACE Holeshot Awards** went to **Jeremy McGrath** in the 250cc class and Team Suzuki's **Ryan Huffman** in the 125cc class. McGrath picked up $1000 for his efforts, while Huffman earned $500 for the 125cc holeshot.

Greeting the return of Supercross to San Diego's Qualcomm Stadium after an absence of a year for reconstruction was more **rain**, turning the San Diego SX track into a near carbon copy of the LA Coliseum round five weeks ago. The differences were that the San Diego track was more tight and technical, and the mud was sticky instead of slimy. The rain did bring about the cancellation of the regular practice and qualifying sessions, with riders getting 10 minutes of practice on Saturday afternoon. The track conditions proved to be good for racing and the rain held out until it was all over - barely.

Team Honda's **Steve Lamson** returned to action in San Diego after missing the first four rounds due to a broken collarbone. "I feel pretty good," Lamson said. "I'm at about 80 percent. I've been riding pretty hard since last Sunday, so I've had a little under a week to get ready, ridingwise. I think I'm ready to get out there. I'm going to play it a little mellow since it's my first race back and get through it. I'm going to go out there and put in a good performance." Lamson was also pleased with his current bike setup. "We had most of our testing done before I got injured, and Ezra's been doing some stuff since I've been off, and everything's working great. I'm definitely confident in my bike. I went out this week and rode it and it feels good." Having to ride a qualifier to get into the show was something that the two-time AMA 125cc National MX Champion didn't really expect. "I wasn't sure if I would have to ride a qualifier or not, being a past champion and all, but I'm actually okay with riding a qualifier today to get out there and get some riding in. Normally, I wouldn't want to ride one, though." Lamson won his qualifier, qualified for the main by getting fourth in a semi, and eventually finished 16th.

Yamaha's **John Dowd** will make the transition from a YZ125 to a YZ250 when the series moves to the Eastern Region next week in Indianapolis, but he feels he's ready for the transition. "You have a lot more power to deal with on the 250, so you can't just hit things wide open like on a 125," Dowd explained. "For me, it's not that hard of a transition. I actually feel more comfortable on a 250, even though I haven't ridden one yet this year." Dowd's win in the 125cc main event gave him a one-point lead over David Vuillemin, 112-111.

Since the attendance of **Scott Sheak** at the start of the AMA National Motocross Series in May is in question, due to his injured Achilles' tendon, Team FMF/Honda's **Danny Smith** will be switched over to the Eastern Regional 125cc class to give the team a two-rider presence in that series. **David Pingree** and **Jason McCormick** will continue to contest the Western Region, while Smith will join **Brock Sellards** in the Eastern Region. "We've opted to move Danny to the East for two reasons," team manager Bobby Moore explained. "First, we think that he can benefit from it, from getting more races under his belt - he's been improving with each race and we want to keep him going - and secondly, for our sponsors, we want to have two guys under the tent. He almost wasn't eligible because he was in 10th place going into Seattle, but he had a crash and that dropped him back to 11th. He's not eligible for points in the East, so he won't be able to actually win a championship or anything. It's not really a major benefit for him other than getting more track time. He's only 17."

Without the luxury of a set practice track to jet to and from, where does Team Yamaha's **Doug Henry** practice when he's out on the road in his motorhome with his wife, daughter, dogs and cat? "It's pretty cool," Henry said about driving the circuit. "We'll leave Sunday, and I'll get to practice at Guy Cooper's place in Oklahoma. Then, when we're down in Atlanta, I'll look forward to practicing with Yogi (Ezra Lusk)." Henry says he knows people in every state and enjoys the variety of practice tracks he gets to ride. "We just see where we're going and look for places to stop."

Jeremy McGrath's newfound confidence and speed may have something to do with his confidence in his factory YZ250. "We keep working on the bike," McGrath explained. "John R. (Rosentiel) has been working with the suspension. We didn't get a lot done this week because of the weather, but I'm in love with my bike right now. If we go testing and it doesn't get better, then we just go right back to what I had. It works fine."

Sebastien Tortelli returned to the 250cc class in San Diego after injuring his knee and missing the last two rounds. "I think I'm back 100 percent," Tortelli said. "The injury was not that big of a deal and I just took 15 days off. I've been riding without much pain and I feel good." Insiders couldn't help drawing comparisons to the muddy Los Angeles Supercross that Tortelli handily won. "The track is not that muddy. It's pretty good. I think the ground is a little less wet here and more sticky, but it's still like a mud race. The difference is that this one is a little more tight and tricky. But that's okay - I'll just try to get a good start. Anything can happen and there are a lot of other good riders out there." Tortelli didn't get the good start he had hoped for and ended up 17th after a slew of mishaps late in the main.

The 250SX of Team KTM-sponsored rider **Lance Smail** was seen in the pits in San Diego with an SRC (Summers Racing Concepts) conventional fork brace mounted just above the front wheel of his works WP 50mm forks. "We've been running the brace since Seattle," factory mechanic Tom Moen explained. "It keeps the steering more precise in the ruts and when landing from big jumps. Lance says it does steer a little heavier, but it's still better."

KTM/Husaberg's **Guy Cooper** showed up in San Diego and rode a 125SX that Tom Moen had prepared for him. Instead of trying to qualify for two classes as he unsuccessfully did two weeks ago in Phoenix, the former 125cc National Champion and Vet-class hero won his afternoon qualifier, qualified for the main with a sixth place in his heat, and finished 17th in the main after running as high as 11th. "The KTM 125SX is so fun," Cooper said. "And the AMA said it was okay to race the class because I've never ridden an 125cc SX. I plan on going to Bike Week, the Tampa SX, the GNCC, the Alligator Enduro, and either the Daytona SX or GNCC number two in Macon, Georgia, on March 7. And I plan on racing the Dallas SX, because I consider that a hometown race."

Team Primal Impulse/Bill's Pipes/Suzuki-backed **Robbie Reynard** showed up in San Diego, riding a works RM250, to shake the cobwebs out before his first Eastern Regional 125cc race next weekend in Indianapolis. "I'm just out here riding a 250 to get loose for next week," Reynard said, "trying to just get the jitterbugs out and get comfortable and see if I can run for 15 laps next week. I want to see how strong I am. It's pretty challenging out there, with the ruts forming. It's a little bit different out there, but it should be good." Reynard qualified for the main out of a semi, but crashed on the third lap and didn't finish.

Rumors heard late in the closing hours of the San Diego SX insist that defending champ **Jeff Emig** will be unveiling his own private tour bus at the next round in Indianapolis. The bus will be much like the one that snowboarder/downhill mountain-biker extraordinaire Shaun Palmer had when he qualified for the 125cc main in Los Angeles. Insiders say the bus was almost ready for San Diego and will be a place for Emig to "hang out" and get away from the confines of the Kawasaki hauler.

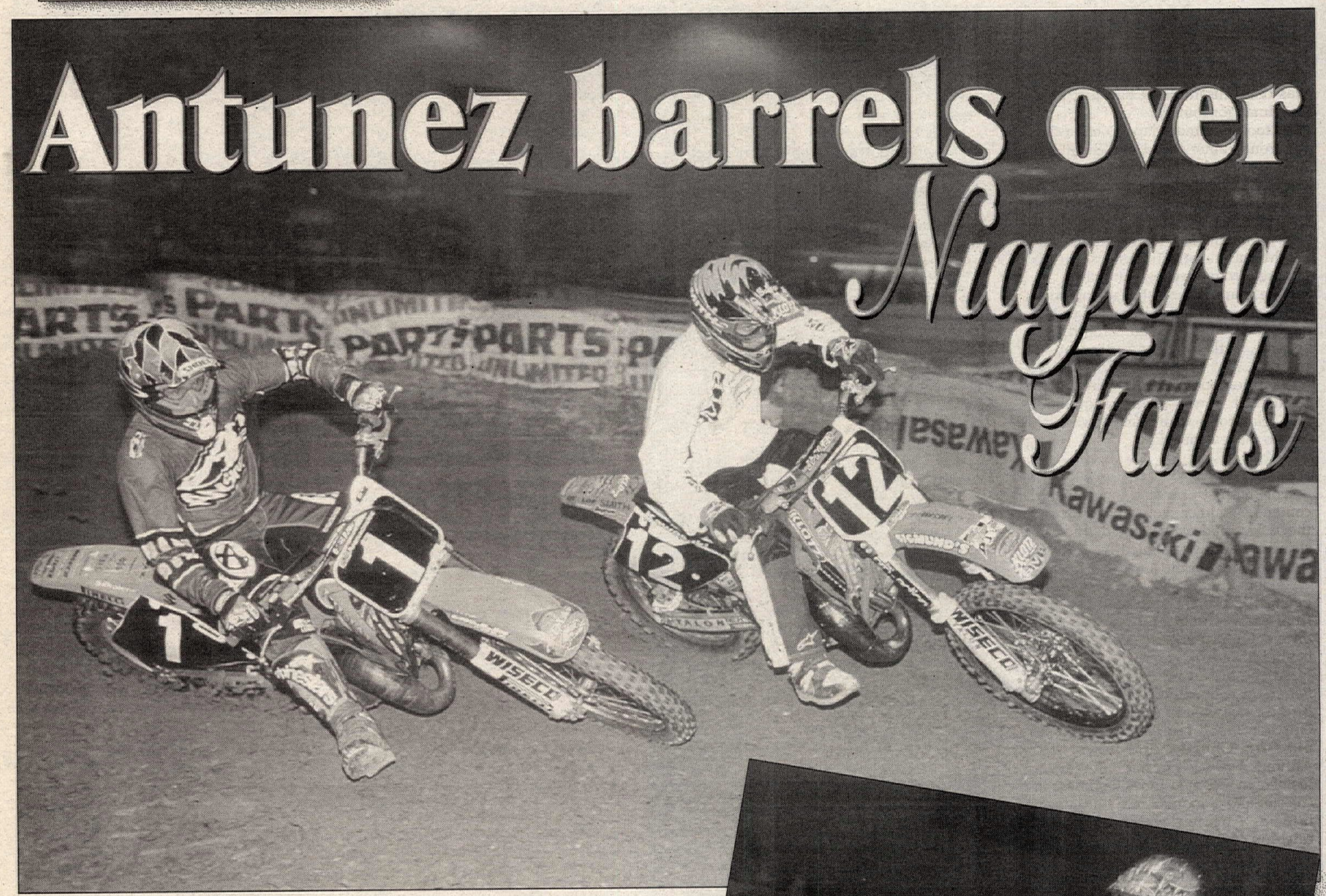
Team Pro Circuit/SplitFire/Kawasaki's **Jeff Matiasevich** sat out the San Diego round due to a cracked kneecap sustained in a race altercation with Stephane Rancada in Seattle last week. He is expected to be out for four to six weeks.

While most of the Southern California riders consider the San Diego SX a "homecoming" race, Team Kawasaki's **Ryan Hughes**, from very nearby Escondido, had to feel most at home. "You get that extra little spark," said Hughes about racing 20 minutes from home. "My family is here, I slept in my own bed and ate home cooking. It'll be a little like just going out to the track to ride." Hughes ran as high as fourth in the main before ending up 13th after some late-race mishaps.

It looks like **Wess McCoy** is still the manager of Team Honda, but will conduct it from Honda's offices in Torrance, California. "He's still the manager of the team," said Honda's Cliff White when asked about McCoy's role at this point. "I'll be in charge at the races, with Jeff (Stanton) working directly with the riders." White added that he will handle the "mechanics and machines," while Stanton will handle the "inspirational end of things."

Rounds 15 & 16: Niagara Convention Center

Antunez barrels over Niagara Falls



By Dave Deringer
Photos by Karl Ockert

NIAGARA FALLS, NY, JAN. 30-31

Defending champ Buddy Antunez made the most of his weekend, as he stood on the podium in all four of the main events at the Niagara Convention Center in New York. The Answer-backed Primal Impulse/Bill's Pipes/Suzuki Racing Team-supported rider cushioned his points lead with three second-place finishes and a third during rounds 15 and 16 of the PJ1 National Arenacross Series, presented by Thor and Parts Unlimited.

Antunez does, however, have competition. His name is Chad Pederson, who rode his Nielsen Enterprises/Lightspeed/Thor-backed Kawasaki to victory in both Friday and Saturday's 125cc finals to stay within striking distance of Antunez.

Kawasaki of Carrollton/Smith/Pro Circuit's Cliff Palmer had a weekend he would rather forget. The Oklahoman had two decent finishes of a fourth and a fifth, but his real downfalls were an 11th and a DNS after crashing with another rider during Saturday's 125cc last-chance qualifier.

FRIDAY

Yamaha of Troy/Sinisalo/Scott-supported Todd DeHoop and Pederson exited the first turn together during the 125cc final. DeHoop led the first five laps until Pederson made his move over the large double that many riders were not jumping.

Behind these two were BT Racing/FMF's Mike Jones and F&S Kawasaki/Fox-backed Jeff Gibson, from Canada. Antunez was about midpack in seventh, along with Palmer.

Tuf Racing's Jeromy Buehl and Gibson collided on lap seven, allowing Antunez to move up to fourth. Four laps later, it was DeHoop who fell in a tight corner, moving Antunez up another position to third, behind Pederson and Jones. Antunez made one more pass, on lap 13, as he doubled over Jones into second.

Pederson ignored the action behind him and turned on the afterburners, and he crossed the line some six seconds ahead of Antunez, Jones and DeHoop, who had recovered from his earlier mishap.

"I found a line I wanted to take and just went for it," Pederson said of his early pass on DeHoop. "You've got to pick the good lines and not the bad ones."

DeHoop snared his second holeshot of the night as he led Antunez, Buehl and Tuf/Pro Circuit/Sunstar's Denny Stephenson in the 250cc final. Jones and Carrollton Kawasaki's Brad Woolsey were picking themselves off of the ground after a first-turn crash. Antunez moved into the lead one corner later; then DeHoop bobbled as a handful of the pack blitzed by.

On lap three, Antunez, Buehl and Stephenson were having a race of their own up front, as Jones was up to eighth and Pederson was having some bad luck in 12th.

(Top) Buddy Antunez (1) dives underneath Mike Jones (12) at the Niagara Convention Center Arenacross. Antunez failed to win a feature but did make it to the podium in all four races.
(Above) Chad Pederson won Saturday's 125cc final.

At the halfway point of the 20-lap race, Antunez was being pressured by Buehl and Stephenson and fell a bit off the pace, but he was still in third. Jones was on a mission and had just passed Goodman for fourth.

It took five more laps to eat away at the front-runner's lead, but Buehl made his move on Antunez through the rockers with several laps to go. Jones passed Stephenson for the third position soon thereafter and was gunning for second.

On the final lap, the Honda-mounted Buehl was taking it easy, somewhat fatigued from the rough and tacky track, but he managed to stay ahead of last year's champion for his third win of the season. Antunez crossed comfortably in second, with Jones rounding out the podium.

"I rode good and got a great start," Buehl said. "I was able to follow Buddy and relax for a while, and I waited for him to make a mistake."

SATURDAY

For the first time in a long time, title contender Palmer would have to watch the 125cc final from the sidelines, as a string of bad luck plagued the Kawasaki rider throughout the day.

Pederson had the fastest trigger finger of the bunch, as he led the 125cc final early. Buehl and Antunez were once again at the head of the pack but behind Pederson.

At the beginning of the fourth lap, Pederson was extending his lead over Buehl, Kawasaki of Carrollton's Grayson Goodman, Suzuki of Gastonia's Jim Chester, and Jones, while Antunez was back in sixth after stalling his bike in a corner. Jones hammered by Chester and Goodman into third one lap later as Antunez was busy playing catch-up.

By lap eight, Pederson had a five-second lead over Buehl. Jones and Antunez were running in the next two spots, trying to catch the leaders and having a battle of their own.

Antunez made a calculated move to get by Jones four laps later and was now sitting pretty back in third. With two laps remaining, Antunez made one more pass, and that was on Buehl through the rockers into the second spot.

Pederson took his second 125cc win in as many nights with a commanding lead, as Antunez and Buehl crossed next. Jones held on to fourth, ahead of Stephenson, who worked his way through the pack after a first-turn crash. Eighteen-year-old Tom Hofmaster had his best ride of the season, finishing sixth.

"I seem real comfortable on the 125," winner Pederson explained. "I've had some trouble on the 250 but I hope to turn that around."

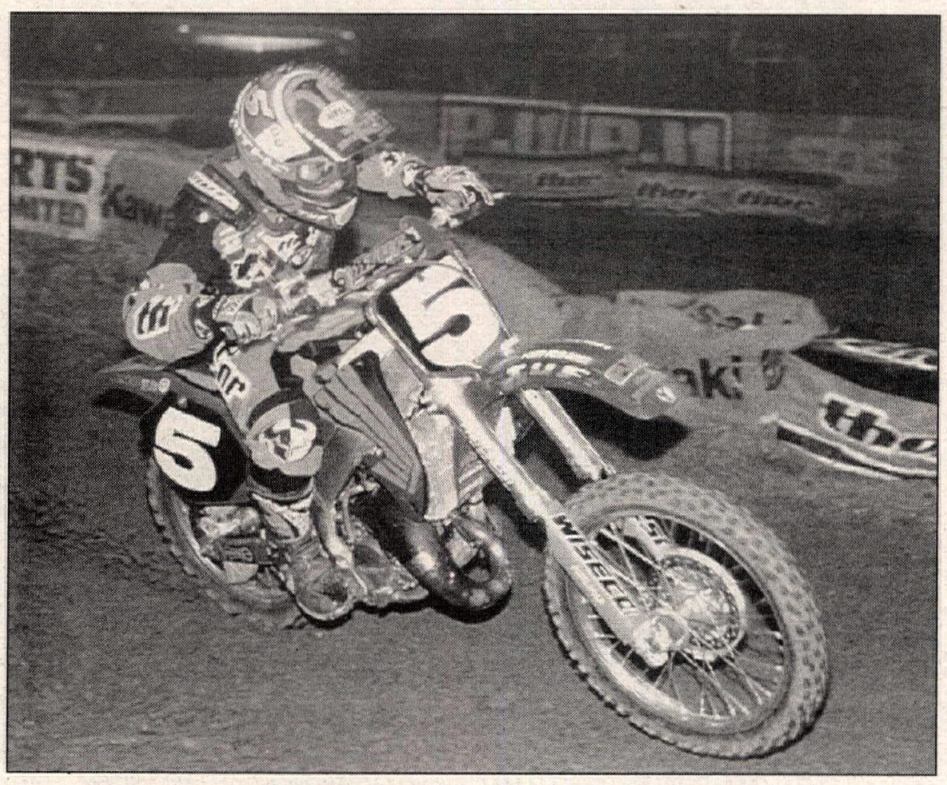
"Second place is good, considering that mistake," Antunez calmly said of his ride. "I got up after that and rode as hard as I could."

Jones grabbed the start of the 250cc final and took off. Behind him were DeHoop, Stephenson and Goodman. Antunez started midpack but was moving up quickly.

Four laps later, Jones had a sizable lead, with DeHoop and Stephenson running second and third. Antunez had passed Goodman for fourth. The duo of Pederson and Palmer was next to strike, as they moved by Goodman on lap eight.

Stephenson was starting to tire at the halfway point and began fading back. Antunez was now up to third but was being slightly pressured by Pederson and Palmer, who had just passed Stephenson into fourth and fifth.

(Right) Todd DeHoop (7) scored his first win in Saturday's 250cc main event. (Below) On Friday night, Jeromy Buehl rode to victory in the 250cc final.



As the race wound down, Jones' lead had diminished, as DeHoop was pulling within striking distance. With five laps to go, DeHoop made his move through the rockers and into the lead. Antunez was also closing in on Jones but only had a few laps remaining.

DeHoop gained some distance during the final laps and took his first win of the season, ahead of Jones, who held his ground on the advancing Antunez. Palmer made a pass on Pederson near the end of the race for the fourth position.

"I just rode strong and rode from the heart," said a smiling DeHoop. "I took a two-week break and everyone kept telling me that I've got the talent, so ride from the heart."

Crowd favorite Jones said, "I'm seven for eight on the podium, so I'm pumped about that; I wish I could've won, but Todd rode great."

Niagara Falls Convention Center
Niagara Falls, New York
Results: January 30-31, 1998
(Rounds 15 & 16 of 28)

Friday

125 PRO: 1. Chad Pederson (Kaw); 2. Buddy Antunez (Suz); 3. Mike Jones (Kaw); 4. Todd DeHoop (Yam); 5. Jeromy Buehl (Hon); 6. Clifford Adoptante (Suz); 7. Jim Chester (Suz); 8. Barry Carsten (Suz); 9. Grayson Goodman (Kaw); 10. Brad Woolsey (Kaw); 11. Cliff Palmer (Kaw); 12. Jeff Gibson (Kaw); 13. Jimmy Wilson (Suz); 14. Jeff Yentzer (Kaw); 15. Denny Stephenson (Hon).

250 PRO: 1. Jeromy Buehl (Hon); 2. Buddy Antunez (Suz); 3. Mike Jones (Kaw); 4. Denny Stephenson (Hon); 5. Cliff Palmer (Kaw); 6. Todd DeHoop (Yam); 7. Barry Carsten (Suz); 8. Chad Pederson (Kaw); 9. Jimmy Wilson (Suz); 10. Grayson Goodman (Kaw); 11. Brad Woolsey (Kaw); 12. Clifford Adoptante (Suz); 13. Jeff Gibson (Kaw); 14. Tom Hofmaster (Suz); 15. Jim Chester (Suz).

DFC: 1. Mike Jones.

JUMP-OFF: 1. Clifford Adoptante.

Saturday

125 PRO: 1. Chad Pederson (Kaw); 2. Buddy Antunez (Suz); 3. Jeromy Buehl (Hon); 4. Mike Jones (Kaw); 5. Denny Stephenson (Hon); 6. Tom Hofmaster (Suz); 7. Grayson Goodman (Kaw); 8. Jim Chester (Suz); 9. Brad Woolsey (Kaw); 10. Ty Wallace (Yam); 11. Barry Carsten (Suz); 12. Clifford Adoptante (Suz); 13. Todd DeHoop (Yam); 14. Jimmy Wilson (Suz); 15. Adam Martin (Hon).

250 PRO: 1. Todd DeHoop (Yam); 2. Mike Jones (Kaw); 3. Buddy Antunez (Suz); 4. Cliff Palmer (Kaw); 5. Chad Pederson (Kaw); 6. Denny Stephenson (Hon); 7. Grayson Goodman (Kaw); 8. Tom Hofmaster (Suz); 9. Jeromy Buehl (Hon); 10. Barry Carsten (Suz); 11. Brad Woolsey (Kaw); 12. Jimmy Wilson (Suz); 13. Clifford Adoptante (Suz); 14. Philip Davis (KTM); 15. Jim Chester (Suz).

DFC: 1. Mike Jones.

JUMP-OFF: 1. Clifford Adoptante.

AMA/ PJ1 NATIONAL ARENACROSS SERIES POINT STANDINGS (After 16 of 28 rounds): 1. Buddy Antunez (512/8 wins); 2. Chad Pederson (482/7); 3. Cliff Palmer (453/4); 4. Denny Stephenson (412); 5. Jeromy Buehl (406/3); 6. Grayson Goodman (372/1); 7. Jim Chester (351/1); 8. (TIE) Mike Jones/Josh Demuth (279); 10. Brad Woolsey (273/2); 11. Todd DeHoop (217/1); 12. Tom Hofmaster (147); 13. Travis Hodges (146); 14. Jimmy Wilson (144); 15. Clifford Adoptante (120); 16. Barry Carsten (108); 17. Charley Bogard (92); 18. Ty Wallace (83); 19. Heath Voss (79); 20. Nic Wey (51).

Upcoming Rounds:
Rounds 19 & 20 - Milwaukee, WI, February 13-15
Rounds 21 & 22 - Denver, CO, February 20-22

Briefly...

This week's **1-900-PRO-RACE** Holeshot Awards recipients were **Todd DeHoop** for Friday's 125cc and 250cc finals, and **Chad Pederson** and **Mike Jones**, who split the award on Saturday.

Denny Stephenson is the current leader in the SBS Dash For Cash Series. The overall winner will take home $2500.

Mike Jones' best ride came in Saturday's 250cc Pro main, where he finished second to DeHoop.

This is the year

By Paul Carruthers

It's getting to the point where throwing 10 or so names in a hat, pulling them out one by one, and using that order as my predictions for the top 10 in the AMA Superbike National Championship would probably prove to be a worthwhile endeavor. It would also be somewhat of a cop-out, likely exposing me to even more ridicule than my current four-year streak of ineptitude.

Four men have won AMA Superbike Championships in the last five years - Doug Polen, Troy Corser, Miguel DuHamel and Doug Chandler. The last time I picked the winner correctly was in 1993, when Polen won six of 10 races and the title. That was then, this is now. And in between I've gone through some lean times.

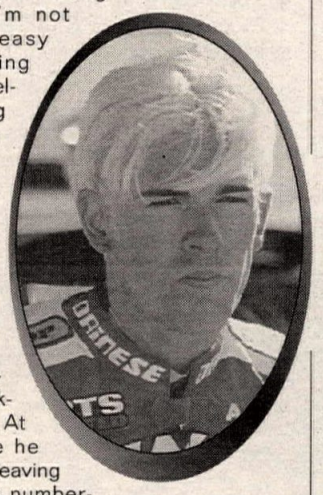
This year I've opted not to bore any of you with my results and excuses from last year. As always, I was wrong. I said that Mat Mladin would ride a Fast By Ferracci to the superbike title, and he didn't. Instead, Chandler won and Mladin was third, just behind Miguel DuHamel. Of the 10 riders I picked to finish in the top 10, eight of them made it. Hey, that's a good year for me, and one of these days I'm going to get the winner right.

So let's have another go at this and see what happens.

1. Anthony Gobert - #95

Age: 23
Hometown: Oakdale, Australia
Team: Vance & Hines Ducati
Best result in 1997: 7th (Austrian 500cc Grand Prix)
Ranking in 1997: 15th in 500cc World Championship

The absolutely easiest thing for me to do for '98 would be to pick Doug Chandler or Miguel DuHamel to win the AMA Superbike National Championship. It might also be the smartest thing for me to do, and a sure way to end my god-awful losing streak. But I'm not going the easy route. I'm going with my gut feeling. I'm going for broke. I'm going with Anthony Gobert to win the title.



I can hear the pundits now: "Tick, tick, tick..." And they are right. Gobert is without doubt a walking time bomb. At any given time he could explode, leaving me without my number-one pick and leaving Terry Vance without his number-one rider. But I don't think so. Like Vance, I'm willing to gamble that Gobert is going to suck it up and come through on this one.

When it comes down to natural talent and pure speed, Gobert may be one of the top five road racers in the world. Dedication and hard work? Well, that's another story, and that's the part that Gobert needs to refine. The one thing he has an abundance of, however, is the one ingredient that you can't teach: He has talent. Gobs of it. And that's something that even his most outspoken critics can't argue with.

I believe that Gobert is capable of winning each and every race on the calendar. But he won't, and it will be those races that he doesn't win that will prove to be the most important ones in his season. Does he crash trying to win every race? Does he burn up his tires, destroy his motor? Or does he finish second, third, fourth or fifth on the weekends when he isn't capable of winning? If he wins when he can, yet is *smart* enough to take what he can get on the other weekends, then he can win this championship. He also has to be *smart* enough to concentrate more on racing and less on having fun. Fun, Anthony, is something you get to have lots of - *after* you've won the championship.

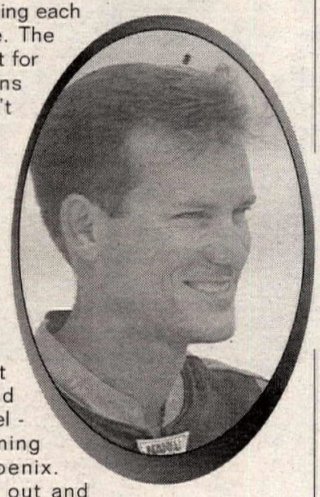
Realistically, if he screws this one up by being *stupid*, then we may have seen the last of Gobert.

Smart or stupid - Anthony, you make the choice.

2. Doug Chandler - #1

Age: 32
Hometown: Salinas, California
Team: Muzzy Kawasaki
Best result in 1997: First (Laguna Seca)
Ranking in 1997: AMA Superbike Champion

Doug Chandler was perfect in 1997. He didn't win every race, but he achieved perfection in another way: He did exactly what he needed to do to succeed and he came away with his third AMA Superbike National Championship. Despite winning only one race, Chandler always left you with the impression that he was capable of winning each and every race. The unfortunate part for road racing fans is that he didn't have to.



Chandler went into the Daytona 200 behind in the championship. In fact, he trailed the two men he felt most threatened by - Mat Mladin and Miguel DuHamel - after the opening round in Phoenix. Then he went out and finished second to Scott Russell in the 200 while the others floundered. Then came Laguna Seca, and Chandler was dominant. He won the race, further stretching his points lead, and for all practical purposes the championship was over. Chandler proved his speed everywhere, earning several pole positions along the way. But when it came to race time, you always felt he was keeping a bit in reserve. Unfortunately, for those who wanted to see better racing, Chandler is simply too smart. And thanks to Daytona, we never saw what he was really made of. This year we will.

For those of you who think that Chandler lacks the pure speed of the DuHamels and the Mladins, think again. And this year he'll have to show that speed at every race.

When I think of Chandler, I think of Las Vegas in 1996 and I try to forget Las Vegas in 1997. If Chandler rides like he did in the final round of the 1996 season at every round in 1998, he can win the AMA Superbike National Championship. I just don't think he's going to have the luxury of sitting back and watching things unfold in front of him like he did last year - there are just too many fast guys, and not all of them are going to come away from Daytona without points.

When it comes to being prepared for races, Chandler is a magician. Those who know consider him one of the best when it comes to setting up a motorcycle, and that makes him the most complete racer in the series. But this year he will face the test of working with a new crew within the Muzzy Kawasaki team, and you only hope for his sake that they can keep up.

3. Miguel DuHamel - #17

Age: 29
Hometown: Montreal, Canada
Team: American Honda
Best result in 1997: First (Brainerd, Mid-Ohio, Pikes Peak, Sears Point)
Ranking in 1997: Second in AMA Superbike Championship

Who is the best racer in AMA Superbike racing? If you judge these things by how badly a rider is wanted by the teams who compete in the series, then Miguel DuHamel is the man. There is no questioning that. Anytime one of DuHamel's contracts nears its end, every team in the paddock comes calling. This year DuHamel had his choice and he chose to stay put with American Honda. That was probably a wise choice.

Like Gobert, DuHamel could easily dominate the 1998 season. He's done it before, he can do it again. And if someone is going to make me look bad with these picks, I truly believe it will be DuHamel.

But for some reason, I just couldn't pick DuHamel to win the title. Last year he made some mistakes that resulted in high-speed crashes. With the exception of Loudon, those crashes came in qualifying or practice, and he was fortunate not to suffer injury. There were also times last year that DuHamel and his team didn't see eye to eye, and there were times when he lost his cool. He believes there is more to be extracted from the Honda RC45 and he wants to push until he is able to get everything it has to offer. At times he can be demanding, but that beats the hell out of apathy.

DuHamel will be tough in 1998. He always is. And he will win races. He always does. If he can eliminate the bad results (i.e., Loudon), he can win his second AMA Superbike crown.

DuHamel - and others - complained often about a points-paying system that rewarded mediocrity. The AMA has since changed that points system and it should help the go-for-broke style that is pure DuHamel. How much will it help? Only time will tell.

4. Mat Mladin - #66

Age: 26
Hometown: Camden, Australia
Team: Yoshimura Suzuki
Best result in 1997: First (Phoenix, Road America, Loudon, Las Vegas)
Ranking in 1997: Third in AMA Superbike Championship

I have every confidence in the world in Mladin's ability to win the AMA Superbike National Championship. Unfortunately, I can't say the same about his team. Yoshimura Suzuki hasn't won the superbike title since 1989, back when Jamie James barely beat a somewhat lackluster field to take that title. Prior to that, the team's success related directly to Kevin Schwantz, and even he couldn't win an AMA title for Yoshimura. Mladin now gives Suzuki its best chance to rekindle past glory, and he will be a factor at every round.

How quickly he can get the Suzuki up to speed in his return to the team is a question. He hasn't set the world on fire in preseason testing, but that could be a matter of him playing his cards close to his chest. Either that, or he hasn't yet found what he's looking for with the GSXR750.

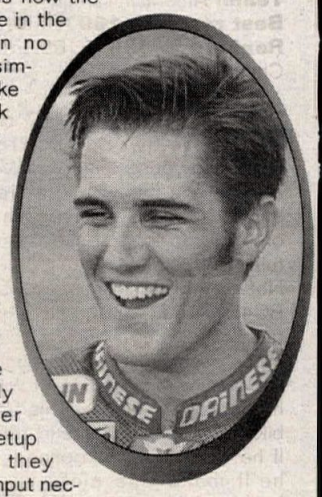
Mladin won four races in 1997 and could have very easily won the championship - if not for Daytona. Zero points in Florida doesn't bode well for championship aspirations, but that's exactly what Mladin left with.

This year will be different, and Mladin likely won't win as many races as he did with the Ducati. The man's a winner - it's just a matter of whether or not the team can provide him with a motorcycle that's strong enough every weekend to compete. Another thing worth watching in 1998: Mladin vs. Gobert. The two have a history together that goes back to junior motocross in Australia - and there is no love lost between the pair.

5. Mike Hale - #19

Age: 26
Hometown: Carrollton, Texas
Team: Fast By Ferracci Ducati
Best result in 1997: 7th (Austrian World Superbike)
Ranking in 1997: 11th in World Superbike Championship

Mat Mladin's season with Eraldo Ferracci may have done more to help Mike Hale than it did to help Mladin. With the Australian frequently complaining about the team's lack of testing in 1987, Ferracci seems to have listened. And that's already helped Hale. With the AMA Superbike Series now the most competitive in the world, you can no longer win by simply pulling the bike out of the truck on race weekends and going racing. Testing is imperative, and that lack of testing by Ferracci's team last year was a severe hindrance to Mladin's title hopes. Not only did they suffer with machine setup at times, but they didn't have the input necessary to help Michelin provide them with the right tires at the right time.



But the lesson seems to have been learned, and Hale has already tested more for the 1998 season than Mladin did during the entire 1997 season. And he's been fast, especially at Willow Springs, where he circulated well under the lap record.

Hale could end up making me look bad. Two dismal years of World Superbike racing have lowered Hale's status in the eyes of many, but he could prove everybody wrong and return to the form that almost won him the AMA crown prior to his departure. Let's not forget that Hale has won AMA Superbike Nationals, and that's something that others in this top 10 haven't done yet.

Watch this pick. It could be very wrong.

maybe

6. Aaron Yates - #20

Age: 24
Hometown: Milledgeville, Georgia
Team: Yoshimura Suzuki
Best result in 1997: Second (Loudon)
Ranking in 1997: Fifth in AMA Superbike Championship

In the past few years, Yates has proven himself to be one of four men (Chandler, DuHamel, Mladin and Yates) capable of winning AMA Superbike Nationals on any given weekend. He has also proven to be a bit on the inconsistent side, yet that blame may not rest entirely on Yates' rather large shoulders. Last year the Georgian started slowly with three eighth-place finishes as he adjusted to a GSXR750 that now featured Showa, rather than Ohlins, suspension. Then he got it going again with third- and second-place finishes in the next two rounds at Road America and Loudon. Then came an eighth, another third, a 14th and a fine third in the final round after a hard-charging ride that is typical of the big Georgian. In the end, he was ranked fifth, and he'll be hard pressed to fare better unless he can become more consistent.

Yates should never finish eighth, yet he finished there four times last year. Eighth-place finishes in 1998 won't get you much. Yates will win again in 1998 if he continues to raise the level of his riding. If he doesn't, he could end up lower than this, but I don't expect that to happen.

7. Ben Bostrom - #11

Age: 23
Hometown: Redondo Beach, California
Team: American Honda
Best result in 1997: Fifth (Laguna Seca)
Ranking in 1997: 16th in AMA Superbike Championship

Despite his horrible 1997 racing season, I still believe that Ben Bostrom is the most promising young talent in AMA racing. And I also believe this will be a breakthrough season for the Californian as his position in one of AMA racing's premier teams will help him fulfill his promise.
Not only is Bostrom racing a factory Honda RC45 in 1998, but he also has the good fortune of working with one of the best tuners in the business - Merlyn Plumlee. With Plumlee guiding him, Bostrom will succeed, and he could very well win his first AMA Superbike National sometime in 1998.
If he wins more than once, he'll make this pick look horrible.
One thing is certain: Bostrom believes he belongs with the Chandlers, the DuHamels, and the Mladins, and he's not in awe of any of them. Being placed in a team that is led by his good friend DuHamel should also help Bostrom's learning curve, though the two have contrasting riding styles and likely will use different setups. But as long as Bostrom doesn't pose too much of a threat to DuHamel early in the season, he should be able to get some help from his experienced teammate.

8. Rich Oliver - #97

Age: 36
Hometown: Fresno, California
Team: Yamaha
Best result in 1997: Ninth (Sears Point)
Ranking in 1997: AMA 250cc Grand Prix Champion

At age 36, Rich Oliver is about as old as you can get while still being a superbike rookie. Can an old dog learn new tricks? That question will be answered in 1998 and will be the key to Oliver's season as Team Yamaha's lead rider tries to adapt his 250cc Grand Prix-winning style to four-stroke superbike racing.
Last year, Oliver raced the YZF750 twice, finishing ninth in his debut at Sears Point and crashing out of the season-ending National at Las Vegas while running second in the early stages. Surprisingly, Oliver also put the Yamaha on the front row for the Vegas National. The crash in the race hasn't been Oliver's only miscue. In fact, Oliver has crashed the bike at every test and race but one, including his most recent accident during the Laguna Seca test in January. Fortunately, he hasn't suffered serious injury, and he keeps coming back for more.

One thing we can all count on is that Oliver has learned something from every miscue. He's smart, knows a lot about motorcycle setup, and he may just be the most determined racer in the paddock.
Oliver also impressed in his debut season of 600cc Supersport racing, and his effort at Brainerd will go down as one of the bright spots of the 1997 season.
If all it takes is hard work to win AMA Superbike races, then Oliver will be just fine. Nobody will work harder than Oliver. It's really only a matter of whether or not he can learn the new tricks necessary for him to compete at the top level of superbike racing.

9. Thomas Stevens - #7

Age: 33
Hometown: Woodstock, Georgia
Team: Vance & Hines Ducati
Best result in 1997: Fourth (Las Vegas)
Ranking in 1997: 14th in AMA Superbike Championship

Thomas Stevens wasn't given many chances to excel in 1997, but by the end of the year he'd earned at least one more opportunity to prove his worth in AMA Superbike racing. The Vance & Hines Ducati team started the season late and didn't really have a competitive bike for Stevens until the final few rounds. In the series finale at Las Vegas, Stevens rode hard and finished fourth - and that likely earned him another year with the team.
This year should be much better for Stevens and the team, as the Ducati factory is certain to be behind them 100 percent. Stevens also won't lack for motivation as Gobert joins him on the team for 1998, making for a team with two riders who are completely different in every way. It should be interesting. If nothing else, Stevens will provide the team with stability, and he's someone they can count on to finish each and every race.

Whether Stevens can win another AMA Superbike National remains to be seen. This year he will definitely have the motorcycle on which to win - it's just a matter of if he can take advantage of it.

10. Steve Crevier - #14

Age: 30
Hometown: Pitt Meadows, Canada
Team: Yoshimura Suzuki
Best result in 1997: Second (Sears Point)
Ranking in 1997: Fourth in AMA Superbike Championship

Steve Crevier proved a lot last year. Starting the season as the lame-duck rider in the Smokin' Joe's team (he'd been replaced by Ben Bostrom before the season even started) couldn't have been easy, yet Crevier came through with his best-ever superbike season. Crevier finished each and every race and was in the top six at all of them with the exception of Mid-Ohio. His best result came at Sears Point, where he finished second behind his teammate Miguel DuHamel. In the end, he finished fourth in the championship, and it went a long way toward saving his career.

For 1998, Crevier has landed a reunion ride with Yoshimura Suzuki, where he'll help develop the new V-twin TL1000R. How successful Suzuki is in getting the V-twin up to speed will obviously determine just how well Crevier fares in the series. Once thought as being a bit on the wild side, Crevier has proven of late to be nothing less than steady. He doesn't crash, he doesn't destroy motorcycles and he generally finishes races. Those factors should prove to be valuable to the development of the TL1000R in its first season of superbike racing.

WILD CARDS:

Pascal Picotte, Tom Kipp, Jason Pridmore, Jamie Hacking, Thomas Wilson, Tommy Hayden, Chris Carr, Larry Pegram...

Believe it or not, the AMA Superbike National Championship is now so competitive that riders of the caliber of Pascal Picotte and Tom Kipp didn't make it into our Top 10. But those two riders, along with the other factory and semi-factory riders listed above, could easily climb their way into the top 10.
Picking Kipp not to finish in the top 10 seems rather ludicrous, but the fact that he'll have to adapt to the Ducati and its Michelin tires after so many years on the Dunlop-shod Yamaha is why Kipp didn't make the cut. And his results in preseason testing didn't do much to inspire confidence in the Ohioan. Again, he could make us look bad.
Picotte didn't make the top 10 only because of the VR1000. Despite steady progress, the bike simply isn't reliable enough for Picotte to finish the majority of the races. If you don't finish races, you won't be in this year's top 10 - a simple fact. Picotte will be fast, and he'll put the Harley-Davidson near the front when it doesn't falter. If the bike suddenly gets more reliable, then this pick will be wrong.
Jason Pridmore may bust out in 1998, but when he does it will likely be in the Supersport classes. The Californian will be the busiest man in AMA racing this coming season, competing in superbike and both 600 and 750cc Supersport. It may be a bit much to ask him to excel in what will be his first season of superbike racing, especially given the fact that his priorities will likely be in Supersport. If his bike is competitive, however, Pridmore will have his moments and enough of those moments could put him in the top 10.
Who knows how well Jamie Hacking will fare in his rookie superbike season? Definitely fast and talented, the youngster has a lot on his plate for the coming year. He'll likely have some tough lessons to learn, and it'll be difficult for him to be consistent enough to crack the top 10.
Thomas Wilson has proven he has what it takes to run at the front of an AMA Superbike National but, much as with his teammate Picotte, the reliability of the VR1000 will likely stop him from being in the top 10. Again, if the bike is right, this pick will be wrong.
The coming season will show us a lot about young Tommy Hayden. With a full season of superbike racing under his belt, it's time for Hayden to step it up and move to the next level. If he can do that, he'll end up one of the new stars of American road racing. He should benefit greatly from being Doug Chandler's teammate, and this year we'll see if he's got what it takes to learn from the best.
Larry Pegram joins Steve Crevier on the TL1000 V-twin for 1998, and he'll have to be more consistent than he was in 1997 for him to make the top 10. Last year he ended the season eighth, despite finishing 16th, 14th, 10th and 10th in the final four races of the season. In fact, his best finish of the year came in the very first race at Daytona, when he ended up seventh. Those kinds of results in 1998 won't get anyone in the top 10.
Chris Carr will ride a privateer Harley-Davidson in 1998, but that may not be a bad thing. If you look at the results of recent years, those with privateer VR1000s have fared better than those on the factory team - at least as far as finishing races. Carr's hoping that trend continues.

MR. RIGHT

Last year, Henny Ray Abrams correctly picked Doug Chandler as the AMA Superbike National Champion. Prior to that, he accurately picked Doug Chandler to win the AMA Superbike title. Right again. Here are Abrams' picks for the coming season. Just for kicks, we also threw the 11 racers that we'd both chosen to finish in the top 10 into a hat. That order is also listed and is referred to as "the monkey's pick." CN

HENNY RAY ABRAMS - *CYCLE NEWS* CONTRIBUTOR	AND THE MONKEY SAYS...
1. Mike Hale	1. Aaron Yates
2. Miguel DuHamel	2. Mat Mladin
3. Doug Chandler	3. Doug Chandler
4. Mat Mladin	4. Mike Hale
5. Anthony Gobert	5. Rich Oliver
6. Aaron Yates	6. Ben Bostrom
7. Ben Bostrom	7. Anthony Gobert
8. Thomas Stevens	8. Pascal Picotte
9. Rich Oliver	9. Thomas Stevens
10. Pascal Picotte	10. Miguel DuHamel

Brian Garrahan masters Hollister mud

By Mark Kariya

HOLLISTER, CA, FEB. 1

"This year is starting like last year ended - in the rain," KTM's Scott Plessinger said from the safety of his box van. Indeed, rain was the topic on most people's minds, as it made for a soggy start to the AMA National Hare Scrambles Series. However, KTM-mounted Brian Garrahan proved to be stronger than even the vaunted El Niño by winning his first National.

Held at the upper portion of Hollister Hills SVRA a few miles outside of town, the P&J Promotions event went off well in a new two-day format. The numerous C and mini racers competed on Saturday in somewhat drier conditions, with the AA, A and B classes being endurance-tested in Sunday's slop.

Unlike the stereotypical Californian, though, Garrahan relished the thought of mud.

"If it's raining, I'm happy," claimed Garrahan. "Last night I was praying for it to rain the whole time, because I love riding in the mud."

God answered Garrahan's prayers, because it *did* rain the whole time, enabling the field of 169 riders to race around in the mud from start to finish. What started out as a loop nearly 11 miles long kept getting shorter as promoter Pete Francini and his crew cut and rerouted around the worst bottleneck sections. By the finish, some eight of the original miles remained. Francini also decided to cut the race to six laps from seven; even then, it took Garrahan three hours, 22 minutes and 16 seconds to finish, and his lap times grew from 28:35 on the first circuit to 41:00 on the last - despite the shorter course.

"They held the course together pretty well," fifth-place finisher Josh McLevy said of the organizers in what was his first race out West. "I was pretty surprised. Back East, with Dave Coombs and the GNCCs, they're really on top of it. A lot of other races aren't. These guys did a really good job making the course really passable every lap. It made it so it was still a competition, not just survival."

And, surprisingly, 147 survived.

Defending AMA National Enduro Champion Michael Lafferty and fellow KTM racer Scott Plessinger headed the field off the start.

"I knew he wasn't really going for it, so I said, 'What the heck,'" Lafferty said. "By the second or third turn, I got the lead and led for a while. It was tough because we didn't walk a lot of the track (ahead of time)."

That led to a momentary tip-over before the end of the first lap, and Italy's Luca Trussardi zipped past on his IMS/Team Green KX250.

"I followed him for a while on the first lap, and I guess we pulled away quite a bit," Lafferty said.

Plessinger went back to the pits for the day after he reportedly reinjured his shoulder, though it wasn't crash-related.

Nearly everyone tossed their goggles due to the mud and fogging problems during the race, but for some, that was the least of their worries. Husaberg's Jason Dahners, the highest-ranking rider in the series from last year with the number-three plate, overestimated his fuel economy and ran out of gas when he tried to go three laps without pitting. That put him out of the running, after having switched from his 400 to his 501 engine that morning.

Trussardi also ran into a few obstacles, one of them literally.

"I touched another rider and bent the brake pedal," Trussardi said. "The bike stopped. I stayed there maybe two minutes and bent it back; another man helped me, then I got going again. Afterward, in the pit stop, Garrahan was pretty close to me. On a downhill, he took another line and passed me. I tried following, but with no goggles, no nothing, he went. After that, I ran out of gas."

Despite the time-consuming trip back to the pits to get fuel, Trussardi finished seventh.

Brian Garrahan was, indeed, on the move.

"I got a bad start," said Garrahan. "I was a little too afraid at first. I made a lot of mistakes - I was gassing it too hard, overshooting stuff. I caught up to my brother, passed him, and was making mistakes. He told me to calm down - I heard him yell that - so I calmed myself down and just rode smooth after that. I don't know what place I was in, but I know for a while (Doug) Blackwell and I were battling it out pretty good. He passed me, and I know he's a back-East rider, so he's a good mud rider. I rode with him for a while, and I felt comfortable. I made my move on him, then went as fast as I could from there on out.

"I never even saw Trussardi," Brian Garrahan added. "I knew there was a Kawi in front of me. Someone said it was Dave Hamel or someone like that, but that's all I knew. I was just looking for Kawis when they said there was a Kawi ahead of me. I just started picking people off and picking people off."

Likewise for Blackwell. "I got a pretty good start - like fourth or fifth - and was up in the lead pack where I wanted to be," the YZ250-mounted West Virginian said. "The first lap, not being used to

(Above left) Brian Garrahan notched his first National HS win, at Hollister. (Above right) Doug Blackwell finished second overall. (Right) Pat Garrahan took third.

the terrain and everything like that, I was just kind of sorting things out, getting used to how fast everything was.

"The leaders got away from us a little bit," Blackwell added. "Pretty much from the second lap on, after I was getting used to everything, picking good lines, I worked my way to the front. I had some problems in the middle there... some problems with my gloves when it started raining real hard; I had to take my gloves off two consecutive laps about halfway around the course and give 'em to the check workers. I couldn't hang on to the handlebars, they were so muddy and wet. I rode one lap with no gloves at all, if you can imagine that. I'm gonna sound like a whiner, but I burned my hand earlier in the week, so I had a big blister on my hand to begin with.

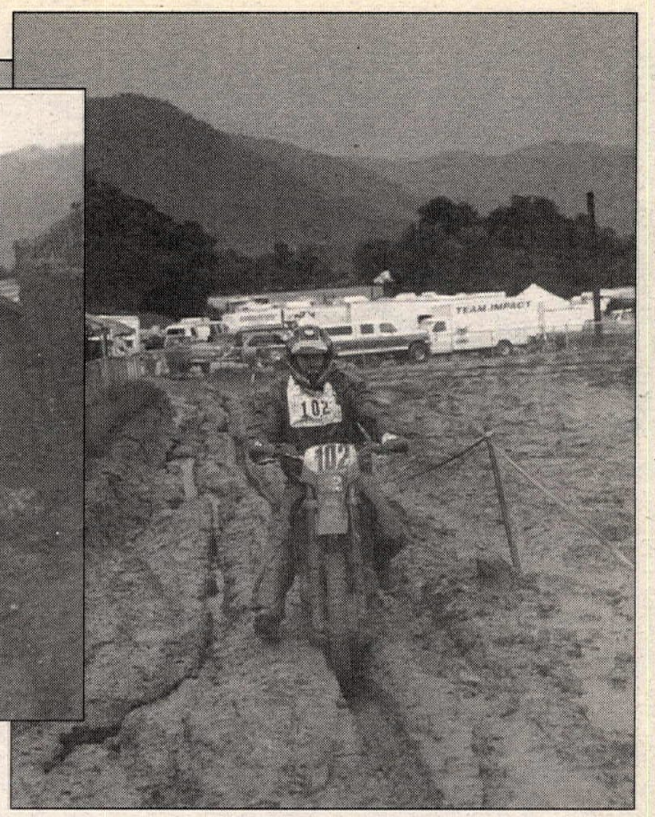
"Actually, I got a little bit of luck here and there, and I picked some good lines to stay out of the deep ruts," Blackwell continued. "It worked out. I saw some guys buried up to the gas tanks."

What Blackwell forgot to mention was a minor course deviation in which he was involved. Patrick Garrahan remembered it well, though.

"I was up there with Blackwell, Plessinger and my brother," Patrick recalled, "and we were all dicing it out, having a bunch of fun. I got by both Blackwell and Plessinger, but we all got lost. We came down to this one section, this hill, and there was a ribbon across the trail. So we were like, 'Should we go that way or go back up?' So they started going sideways. I turned around and went back up, tried to see if we missed a turn or something. That dropped me back from second or third to ninth. So then I had to make up some time, so I just started charging after that, making up ground. After that I just tried to ride smart, not get stuck, not break my bike and just finish it."

Lafferty couldn't hold his spot at the front because he couldn't hold on to his bike.

"The third lap, my throttle grip started loosening up and spinning, so before I got back to gas, I had three more guys go bouncing by me," Lafferty said. "Blackwell and the two Garrahans went by me. I couldn't keep that pace to get back up to 'em. When I got gas, I got some zip-ties and sort of fixed the grip so I could at least ride with it, anyhow. I tried to make up time, but that's when the rain just started kicking in and making everything worse. It's hard to gain any ground with the lappers and everything, the downhills and the rain especially."



(Above) Early leader Mike Lafferty climbs out of a bike-swallowing rut en route to fourth place. (Above right). Mark DeMarco exits the pits. (Right) The entrance to the MX section of the course deteriorated into some of the course's biggest ruts.

The final finishing order wouldn't be determined until the final lap, with Brian Garrahan tossing his 250 comfortably around the deteriorating course and building enough of a lead that he even had time to run out of gas, coerce another rider into providing some fuel - and still win. Blackwell sneaked into second on the last lap, finishing a couple of minutes behind in 3:24:29.

Patrick Garrahan wanted to join his brother on the podium.

"I was in fourth on the last lap, and I wanted to get top three, so I just went for it," Patrick said. "I wasn't tired, I felt good, so I just went for it on the last lap. Luckily, I didn't run out gas. I was sort of thinking about the possibility because we had a desert race a few weeks ago, and I ran out in 40 miles. I was sort of worried about it, but I knew they were going to be pretty short laps here; I figured I could make it. He (Brian) turns the throttle more, so he goes through gas a little quicker."

Pat Garrahan stopped the clocks at 3:25:56, the final rider to break 3:30.

"In my mind, I had no doubts that I was going to win," Brian Garrahan explained afterward. "Since the first of the year, I got a pass to the gym, and I've been getting two days off work every week. I've just been riding all the time, riding on weekends. It's pretty much for my brother and me - this is the year to make it or break it, so we're going to go out and take it, basically. It's pretty amazing. It's pretty much dedication and hard work, and this is what it turns out to be. This is what I've been trying to do for three or four or five years. Hopefully, I can go out next weekend and win the next National, and from there on out win the championship.

"I'm going to do just the hare scrambles series, because I can't do the GNCCs," he concluded. "They're too far back East; I just don't have enough money to do it, enough support." CN

Hollister Hills SVRA
Hollister, California
Results: February 1, 1998 (round 1 of 9)

O/A: 1. Brian Garrahan (KTM); 2. Doug Blackwell (Yam); 3. Patrick Garrahan (KTM); 4. Michael Lafferty (KTM); 5. Josh McLevy (Hon); 6. Dave Flashberger (Hon); 7. Luca Trussardi (Kaw); 8. Robert Horton (KTM); 9. Sean Wilson (Suz); 10. Pete J. Krunich (Hon); 11. John Hlebo III (Hon); 12. Kevin Yarnell (Hon); 13. Eric Kohler (Yam); 14. John Mason (Yam); 15. Steve Bonita (Hon); 16. Curt Wilcox (Suz); 17. John Haaker (Hon); 18. Luke McNeil (Yam); 19. Tony Rutter (KTM); 20. Mark Kerling (Suz).

Upcoming Rounds:
Round 2 - Wilseyville, California, February 8
Round 3 - Hurricane Mills, Tennessee, April 5

Briefly...

Northern California has always had plenty of talented racers, and perhaps nowhere else are they as enthusiastic about simply riding motorcycles. After all, when was the last time you heard of a flat tracker riding a mud race like this? That's precisely what National number 70 **John Hlebo III** did. And he certainly can't be accused of sandbagging: He entered the AA class, finishing ninth in class, 11th overall. Motocrosser **Steve Bonita** took 10th AA and 15th overall.

The saying that old age and treachery beats youth and skill proved to be true, as three Vet-class racers beat all the younger A riders. **Robert Horton** finished an impressive eighth overall, followed by **Pete J. Krunich** and **Kevin Yarnell**. Also, former ISDE racer **John Haaker** easily beat all other Seniors with his 17th overall placing.

Who came the farthest and did the best? A small band of New Zealanders can probably claim they traveled the farthest for their first American hare scrambles. Among them, **Tony Rutter** did the best, taking second 200cc A and 19th overall. (The 200cc A win, by the way, belonged to Luke McNeil from Massachusetts, also making his first appearance on the West Coast.) Luca Trussardi is from Italy, but he's been living in the United States for quite some time.

Doug Blackwell offered this assessment of Californian racers: "I could just tell from some of the other riders out on the track that it doesn't rain much here. Guys weren't used to riding in the mud, and I'd like to consider myself a decent mud rider. I think that definitely played to my advantage."

Look for **Mike Lafferty** to ride more than National enduros this year: "You know, I was looking at the schedule. There's these first two hare scrambles in California; there's one back east in Redding, Pennsylvania, which is about two hours from home; then there might be a couple more I might ride. At Tennessee, it's a GNCC and a hare scrambles, so I might be able to get a half-dozen of them in without going too far west. We'll see how it goes. It might be kind of cool to do hare scrambles in addition to enduros, since a whole lot of people aren't probably going to do it. I definitely want to do the enduro thing again, for KTM and stuff like that. Nobody else has won back-to-back titles on KTM, so I just want to get that under my belt, and then next year I'm just gonna concentrate on one thing. I'm kind of involved in everything now but concentrating on enduros; next year, I'm gonna settle on one."

Doug Blackwell is also planning on a three-series assault: GNCCs, hare scrambles and enduros. "The way the schedule's laid out, I'm gonna be a busy man, that's for sure," he admitted. "I think by mid-April, I'll know where I stand in all three series. I won a National enduro last year. I've been contemplating trying that series the last few years, but I never really got into it. I think this is the year. I'm gonna try to do what I can do - without getting burned out, anyway. If I keep getting good finishes, I don't think burnout will be a problem. I've only got one overall National win, and that's in the enduros. I've been the bridesmaid many times, been second place in GNCCs before and now the Nationals. I've just got one more notch to move up in those two series."

One of the local favorites - CCM racer **Cole Marshall** - didn't enjoy the best of days, unlike last year. "Who got the holeshot - Lafferty?" he asked. "I went to pass him, and he took me out. After that, it was all downhill. I've got no front brakes. I pull the lever, and it goes all the way to the grip. I've got no rear brake, either. I wore it out about halfway. I was already crashing anyways; brakes wouldn't have done me any good."

There will be no number-one or number-two plates in this year's series, as defending AMA National Hare Scrambles Champion **Rodney Smith** and runner-up **Steve Hatch** (along with number four, Paul Edmondson) are concentrating solely on GNCCs this year. With Team Suzuki Off-Road out, Husaberg's **Jason Dahners** is the man with the lowest number (3), followed by Brian Garrahan (5), Patrick Garrahan (6), Scott Plessinger (7), Aaron Sykes (8), Mike Sampson (9) and Randy Hawkins (10).

Campbell bounces back

(Left) The kids' race gets ready to blast off at the 18th annual Adelanto Grand Prix, where more than 2000 racers participated in this year's event. (Below) After breaking his ankle at last year's event, Johnny Campbell won the highly competitive Pro and Unclassified races and picked up a second and a fourth in the Four-Stroke and Open Expert classes, respectively.

By Matt Freeman
Photos by Cameron Coatney and Freeman

ADELANTO, CA, JAN. 31-FEB. 1

If any one racer had something to prove at the 18th annual Desert Vipers MC Adelanto Grand Prix, it was American Honda's Johnny Campbell. Campbell left last year's event with a badly broken ankle, which he suffered in a high-speed crash while competing for a podium finish during the Pro race. The injury required surgery, two screws and nearly three months of recuperation time before Campbell raced again. This year Campbell bounced back by winning the Unclassified race and the highly competitive Pro race, and finishing second in the Four-Stroke race and fourth in the Open race.

However, Campbell did not get the nod for the most race wins in a weekend. The unofficial title of "King of Adelanto" went to Montclair Yamaha's Ty Davis, who proved he could win aboard his new crop of YZs by taking the checkered flag a total of three times for the 0-200cc, Four-Stroke and 250cc races. Defending the crown he has held for the last four years, Davis' weekend was not flawless. A seized engine while leading the Pro race and a bad start in the Open race were the deciding factors in the killing of a perfect race record. Regardless, Davis dazzled the thousands of spectators who turned out with huge leads and big air.

The traditional hosts of the largest race in the District 37 Big Six Grand Prix Series - the desert town of Adelanto and the Desert Vipers MC - spared no expense for this year's event. Food vendors, carnival rides and spectator bleachers complemented the 9-mile racecourse, and approximately 2000 competitors signed up for the pleasure of racing over pavement, dirt roads, desert terrain and the famed Adelanto water-hole jump. When the banner dropped on Saturday morning at 8 o'clock for the Unclassified race, more than 300 riders screamed down Bartlett Avenue and hung a right into the desert, kicking off two days of fast and furious racing.

While some used the Unclassified race as a chance to dial in their suspension and learn fast lines on the course, others went all out from the dead-engine start to the finish. New Kawasaki Team Green recruits Destry Abbott and Jeff Capt took different approaches to the opening race.

"I'm just practicing to know where the lines are and to test my bike," Capt said.

Abbott, on the other hand, jumped out to an early lead, but only temporarily.

(Left) Ty Davis seized in the Pro race, but still picked up wins in the 0-200cc, 250cc and Four-Stroke races. He also got second in the Open race.

"I was winning, and then I lost my front brake and crashed real hard," said Abbott, who made the trip to the race from Arizona.

With Abbott out of the picture, Campbell and his XR628 broke into the lead, which would prove to be the first of many lead laps on the day for Campbell.

"I had a really good start for starting on the third row," Campbell said. "I was going in third on the first lap and a couple of guys seized or something and then I was in the lead. I just kept it strong from there."

Campbell was not the only front-runner, however, who had to work his way up through the pack. KTM 550-mounted Todd Hoy turned a midpack starting position into a race for the lead as he closely followed Campbell around throughout the first lap.

"I started way back on the sixth row, but I got a good start and made up time in the fast stuff," Hoy said. "I could see Johnny (Campbell), but I couldn't catch him."

By the end of the first lap, third place was taken over by another rider not on the front starting grid.

"I started on the fifth row, and by the time I got halfway I probably was at least 10th," said Team Green KX500 pilot Dave Ondas. "Then I worked my way up to third."

Not everyone was able to come through the pack as quickly as the top three. Team Green's Paul Krause had trouble getting his bike started.

"For some reason my bike didn't start on the starting line," Krause said. "I just kicked and kicked and kicked."

Eventually Krause got started (though it would not be the last time that day that he would run into problems with his KX500). Krause then made his way through the dust to finish fourth, fighting off the likes of Vosburg/IMS/KTM-backed Mike Healey and KTM's Russ Pearson.

"It's the same old thing," said Krause about the course. "It's really fast. I'm surprised, with all the rain we had this week. It's really dusty."

At the finish of the hour-long race, Campbell was nearly a minute in front of second-placed Hoy. Ondas held on for third, followed by Krause.

By the end of the Unclassified race, competitors were beginning to worry about the condition of the course - especially the top Pros, who all had their eyes on the $1500 first-place Pro prize money.

"It's just really fast out there, and there's a lot of chop you just have to find your way around," said KTM's Nick Pearson, who (along with his younger brother Russ) hails from Nevada. "It's going to get nasty for the Pro race."

"The course is fun, fast and it's starting to get beat up already," said race winner Campbell. "The square edges are coming."

The Senior/Magnum/Super Senior race got under way, and race favorite Rex Staten wasted little time in getting his KX500 into the lead. Staten led from the first turn on and never looked back to take the win over TM-mounted Craig Adams and Bob Maxwell in third place by almost five minutes. Fighting off second and third place was no problem for Staten; it was the lapped traffic that caused him grief.

"You have to be careful when you come up on all the lappers," said Staten, who lapped more than half the competition and was ready to move on to the Pro race himself. "Guys are trying to find better lines, and they go from one side to the other side and here you are at, like, 100 miles per hour.

"I'll ride the Pro race," Staten continued. "I hope to win. If Ty (Davis) has a little bit of a problem, I should be able to win it or at least be second to him. I think my bike is faster than his and he'll be at a disadvantage there. He rails, though."

Still a top contender in any race, Staten sat and relaxed as the Vet Expert/Amateur race roared to a start. Abe Baumann got the call for the lead as his Rocket Rex Racing KX500 rounded the first lap in the lead. Donnie Morrison came through in a close second, but it was not long before both Morrison and Baumann would give way to a hard-charging Krause.

"Krause caught us on the road before check two on the second lap," said Morrison, who stayed close behind Baumann for the entire hour. "That Honda of mine is just hard to hang on to, man. It's a handful. Abe was flying; he's got so much muscle on him. That cat can hang on."

The race for fourth turned into a dogfight between the 250s of Greg Zitterkopf, Gordon Ward, Adams and John Rudder, who was competing with stitches in his hand. Zitterkopf and his new Gas Gas eventually pulled away from the 250 onslaught and actually started making time on the 500s of Morrison and Baumann, but time ran out and the 1996 AMA National Hare & Hound Champion settled for fourth overall. Ward motored his way to fifth on a TM 250.

Krause crossed the finish line with time to spare over second-placed Baumann and third-placed Morrison. Even though Krause's win seemed effortless after he made the pass for the lead, he was experiencing more bike problems.

"I broke a radiator, and for some reason (the bike is) running really rich," said Krause about his bike's status for the upcoming Pro race. "I don't know if I sucked some dirt through the air cleaner or what. I still have a couple hours to play around with it."

The 0-200cc/Women/Mini race marked the first time the crowd would get to see Davis, who had chosen to sit out the Unclassified race earlier in the day. As the racers entered the motocross section of the course at the end of the first lap, KTM of Mojave-backed Erik Hallgath was in the lead aboard his 200 M/XC, but Davis was right on his tail as they entered the infield and headed out on to the second lap, during which Davis caught and passed Hallgath and opened up a huge lead.

"I worked my way through the pack and passed everybody, and then fell in for a comfortable pace," Davis said. "It was no problem at all."

Team Green's Steve Hengeveld looked to have third place, but his KX125 ran out of gas on the last lap, forcing him to give way to Russ Pearson. Hengeveld managed to get a splash of gas to still finish fourth.

The Kawasakis of Anna Cody and Kelly Yancy went one-two in the Women's division.

Before any of the top 125cc riders could catch their breaths for 15 minutes, they were on the starting line again for the 90-minute Pro race. With a purse that consisted of $6000 and a 75-percent entry payback, the likes of Davis, Dana Van Stee, Oakley Lehman, Healey and Russ Pearson wasted little time in getting to the starting line for the start of the Pro race.

(Above) The 250cc Experts make the transition from street to dirt. (Right) Rex Staten overalled the Classic/Vintage/Sidehack race on his old factory YZ400, won the Senior race, and even finished second in the Pro race. (Bottom right) Destry Abbott denied Davis the Open-class win and finished first 250cc in the Pro race in fourth overall.

The drag race down the pavement to the first turn saw Ondas in the lead, with Nick Pearson and the rest of the field right on his tail. The dust on the first lap was getting bad, and those who got a bad start or were in the middle of the pack had difficulty working their way up.

"There was so much dust out on the first lap," said American Honda's Tim Staab. "Some of the dust was so thick, at times I was riding, like, 20 miles per hour."

Some riders had problems before they could even get into the dust. Capt and Russ Pearson both suffered from bad starts.

"I got an eight-kick start and was dead last," Capt said.

"The guy in front of me didn't start his bike on the first kick, so he was in my way," Pearson said.

Out front, Ondas was feeling a lot of pressure from behind, and eventually gave way.

"Campbell got by me and then (Nick) Pearson, but I passed him back," Ondas said. "Ty was behind me for a little while and then he went by me."

As Davis and his big-bore YZ250 went by Ondas, he put Campbell in his sights and, by the end of the first lap, Campbell's lead was anything but comfortable. Staten had worked his way into third and was being chased by Nick Pearson, Ondas, Team Greens' Lehman and 15-year-old Doug Chiapuzio, who had traded in his normal 250cc mount for the power of a KX500.

The 250s of Hengeveld, Russ Pearson, Abbott and Ward fell in behind Chiapuzio, but it was Krause who was coming up from another bad start through the pack. Krause's charge, however, did not last long, as his race ended early when his tired KX500 finally quit.

"It looks like I lost the main seal," Krause said. "That's why it was running so bad in the Vet race. I'll be ready for the Open race tomorrow, with another bike."

As the miles wound down, Campbell began to feel the pressure from Davis, and when the two riders entered the motocross section at the end of the second lap, the crowd could hear a two-stroke in the lead.

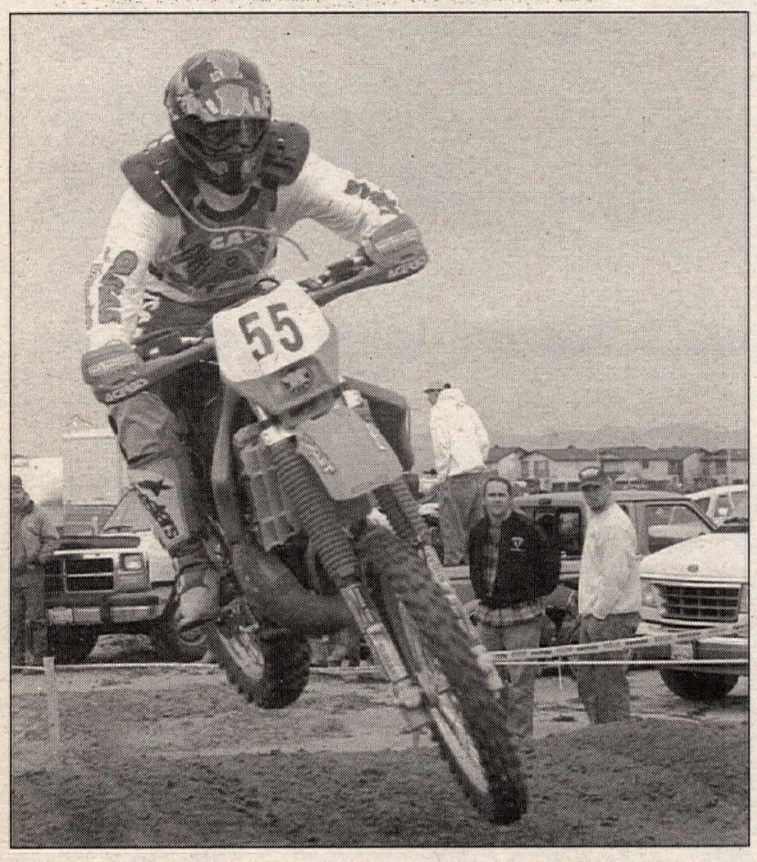
"Ty (Davis) came up behind me and made me really nervous," Campbell said. "Then he passed me and his dust was gone."

Davis' dust disappeared because, not long after he passed Campbell, his speedy YZ seized to a halt, ending all chances for a finish, much less a win.

Ondas was one of the first riders to realize that he had moved up a spot due to Davis' misfortune.

"All of a sudden, people started signaling me that I was in third again," Ondas said.

Campbell was just as surprised to find himself back in the lead.



(Left) Gas Gas 250-mounted Greg Zitterkopf showed up and finished third 250 and seventh overall in the Pro race. (Right) By winning the Vet class and taking a third in the Open Expert race, Paul Krause salvaged some sanity after having bike problems all weekend.

"Everyone said I was running first when I came around again," Campbell said. "After that, I got real relaxed and just started working."

With only a few laps left, many riders began to fall back or drop out. Healey came around with his rear tire coming off the rim, and Nick Pearson had to make a long pit stop to adjust his shock and replace a broken silencer. Others were just feeling the rigors of 90 minutes of Adelanto chop.

"My suspension was killing me and I have a messed-up ankle," said Hengeveld, who had started out very strong.

His Kawasaki teammate Lehman was not faring much better.

"I had a great start, and the first few laps went good, but I started to fade," said Lehman, who finished a strong sixth in the previous 125cc race. "I have huge blisters on my hands."

Van Stee bettered his fifth place in the 0-200cc race into first 125cc in the Pro event despite tiring toward the end.

"The race was too long," Van Stee said. "I was basically by myself the entire time."

At the finish, Campbell shed tears of joy after hanging on to the win over Staten. "Rex (Staten) started coming on the last couple of laps, but I just put my head down and went," Campbell said. "It couldn't have gone better."

Staten's attack on Campbell netted him second place.

"I was just trying to charge on Campbell," said Over 40 racer Staten. "I came up on a lapped rider and the guy ended up taking me off the course over some fallen yucca trees. After that, I thought, 'I'm not going to kill myself.'"

Ondas held on to third overall, and Abbott turned in an impressive first ride on a KX250, earning fourth overall and first 250cc Pro. Abbott's 250cc-class win did not come easily, however, as Russ Pearson put in a good fight all the way until the last laps.

"Out on the course, I passed Destry (Abbott) and then he got me back," Pearson said. "Then I slid out and crashed on the pavement. It was rough and fast out there."

Third 250cc Pro went to Zitterkopf, who turned in an impressive ride for someone who's not a full-time racer anymore.

"I'm just happy to be here to race," Zitterkopf said. "I was bummed that I haven't raced this year. I got pumped up and pretty tired out there."

Staten ran away with the win in the Vintage/Classic/Sidehack race aboard the same 1979 YZ400 that he raced as a factory Yamaha motocrosser. Jason Trubey and Gerald Leighton rounded out the top three. Staten's second win of the weekend turned out to be his last, as he hung up his helmet to spectate the rest of the day.

"I got the holeshot and ran away and was gone," said Staten about his morning-race win. "I'm finished now and I'm tired."

Davis and Campbell took the starting line for the first time on Sunday, but it was not to race. The two popular riders mounted an ATV and led the parade lap for the Kids/Pee Wee event. Racing on a shortened course, 11-year-old Bradley Goolsby jumped out to the lead but, at the finish, Jesse Little and Michael Brewer took the top two spots in the 80cc class, leaving Goolsby in third place. KX60-mounted Sean Borkenhagen headed up the 60cc bikes with a runaway win.

The Four-Stroke/Dual Sport race came next, and Davis and Campbell were ready to continue the battle they had started on Saturday. Before the race was two turns old, Davis had his YZ400F out in front of Campbell, Capt, Healey and Staab.

"I rode my own pace and got a good start. I put 25 seconds on Johnny (Campbell) and just got it to the finish line," said Davis, who rode the same bike to a National Hare & Hound win one week earlier. "I can't believe the thing ran that fast against a 628, (with a) higher-revving cam. That thing stayed right with him. His bike is a little bit faster on top, but not much."

Campbell confirmed that.

"We'd stay the same distance all the way," he said, "but he'd roost me in the motocross track."

Healey and his KTM 620 made his way around the Stroker KLX of Capt to take third. Staab was planning to pass Capt as well when he fell right before the finish.

"I tried to go around him (Capt) in the last turn and I fell," said Staab, who got up in time to finish fifth.

Less than 30 minutes after smoking the Four-Stroke competition, Davis was on the line again for the 250cc race. Hengeveld proved that his bad start in the Four-Stroke race had been a fluke as he pulled the holeshot, with fellow KX250 rider Lehman on his rear wheel. However, it wasn't long before Davis found his way to the front.

"A couple of Kawasaki guys got the holeshot and I passed them out there in the square edges," said Davis.

Even though the course was graded Saturday night, two days of racing certainly did its damage to the high-speed dirt roads.

"Square edges everywhere you look - it's ugly out there," Davis said about the condition of the course. "There's nothing around here that we ever race that's like this. You've got to have really good suspension. I didn't even have a steering stabilizer, but my suspension works so well."

While Davis was opening up a huge lead, Healey made a pass on Hengeveld for second, but as Healey came through the motocross section to take the white flag, his bike stopped.

"As soon as they put out the white flag, I ran out of gas," Healey said. "I went over to the pit and found some gas and poured it in while three guys got by me. I ended up passing two of them back. Me and Ondas drag-raced out on the back straightaway side by side until we hit lapped riders, and he backed off and I just went through them."

Healey was able to work his way back into third but could not catch Hengeveld, who was also having some problems of his own.

"Before the last lap, a lapper crashed into me and I probably lost 45 seconds there," said Hengeveld of his predicament. "He was a big guy and he hit me and landed on me. It was a big dog pile, and it was hard to get him off of me. I lost time but I still held on to second."

Fourth, behind Healey, went to CR250-mounted Matt Murphy, who passed Lehman just before the finish.

The Open race was expected to be another showdown between Davis and Campbell, but Abbott had something else in mind. Abbott once again got his KX500 out in front, but this time there was nothing that was going to stop him from taking the win. Davis, Krause, Ondas, Nick Pearson, Capt, Idaho's Brian Brown and Chiapuzio were all bunched behind Abbott halfway around the first lap. By the time the lead pack entered the motocross section, Abbott and Davis had opened up a few seconds on the rest of the pack. Campbell came around all over Krause's rear fender, looking to snag third place.

"I finally - for the first time all weekend - got a clean start," said Krause, who could hear the big four-stroke of Campbell behind him the entire race. "He pushed me, but I felt good. Yesterday I had bike problems, but this is our test bike. We test our suspension and little things here and there for the Best in the Desert series. It's kind of tired, but it worked perfectly today."

Before the white flag fell, Nick Pearson dropped out due to his not feeling well, a condition that plagued him all weekend.

Abbott was in perfect condition, even though Davis was hot on his heels the entire last lap. The final lap of the whole weekend turned out to be the closest and most intense for the thousands of spectators who had stayed to watch. As Abbott and Davis came through the infield and rocketed over the water-hole jump, Abbott had a lead of less than a bike length. Just before the finish shoot, Davis dived in to make the pass but fell short and had to settle for second.

"The last lap, Ty passed me and I passed him back and he passed me again and then I passed him back," said Abbott about the final few turns of the race. "I knew he was going to make a little time up in the tight stuff, and I had a feeling he was going to try to stuff me. I'd do the same thing, so I'm not mad at him. But he tried and he went down, and I got the win - pretty awesome."

Davis congratulated Abbott at the finish as Krause and Campbell motored to the finish, racing for third place in the same fashion as the top two contenders. Campbell showed Krause a front wheel in the last few turns, but he couldn't make a pass stick. Ondas and Capt filled in to round out the top six not far behind the dicing duo.

"I couldn't get around Krause," said Campbell, who admitted to getting a bad start back in the dust. "He put up a real good fight. Out back, he'd pull away a little but I'd catch him in the motocross section. We had a good dice for most of the race and I can't complain. I made it through the weekend and that was my whole goal." CN

Adelanto Grand Prix
Adelanto, California
Results: January 31-February 1, 1998
(Round 1 of 6)

PRO RACE: 1. Johnny Campbell (Hon); 2. Rex Staten (Kaw); 3. Dave Ondas (Kaw); 4. Destry Abbott (Kaw); 5. Russell Pearson (KTM); 6. Tim Staab (Hon); 7. Greg Zitterkopf (G-G); 8. Oakley Lehman (Kaw); 9. Jeff Capt (Kaw); 10. Craig Smith (Kaw); 11. Steve Hengeveld (Kaw); 12. Brian Brown (Kaw); 13. James Summers (Yam); 14. Gordon Ward (TM); 15. Matt Murphy (Hon).

OPEN PRO: 1. Johnny Campbell (Hon); 2. Rex Staten (Kaw); 3. Dave Ondas (Kaw).

250 PRO: 1. Destry Abbott (Kaw); 2. Russell Pearson (KTM); 3. Greg Zitterkopf (G-G).

125 PRO: 1. Dana Van Stee (Kaw).

OPEN EX: 1. Destry Abbott (Kaw); 2. Ty Davis (Yam); 3. Paul Krause (Kaw); 4. Johnny Campbell (Hon); 5. Dave Ondas (Kaw).

125 EX: 1. Ty Davis (Yam); 2. Erik Hallgath (KTM); 3. Russell Pearson (KTM); 4. Steve Hengeveld (Kaw); 5. Dana Van Stee (Kaw).

250 EX: 1. Ty Davis (Yam); 2. Steve Hengeveld (Kaw); 3. Mike Healey (KTM); 4. Matt Murphy (Hon); 5. Oakley Lehman (Kaw).

U/CLFD: 1. Johnny Campbell (Hon); 2. Todd Hoy (KTM); 3. Dave Ondas (Kaw).

VET: 1. Paul Krause (Kaw); 2. Abe Baumann (Kaw); 3. Donnie Morrison (Hon); 4. Greg Zitterkopf (G-G).

SR: 1. Rex Staten (Kaw); 2. Craig Adams (TM); 3. Bob Maxwell.

4-STRK EX: 1. Ty Davis (Yam); 2. Johnny Campbell (Hon); 3. Mike Healey (KTM); 4. Jeff Capt (Kaw); 5. Tim Staab (Hon).

CLSC: 1. Rex Staten (Yam); 2. Jason Trubey; 3. Gerald Leighton (Hus).

KIDS: 1. Jesse Little; 2. Michael Brewer; 3. Bradley Goolsby (Hon).

A WINNER RIGHT OUT OF THE CRATE.

TY DAVIS.

Adelanto Grand Prix.

Lucerne Valley National Hare & Hound Series.

YZ400F.

YAMAHA

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Can you keep a secret?

Power to the people: With its new motor and suspension mods, our project Honda XR400R has been transformed into a semi-serious machine with racing capabilities.

By Scott Rousseau

Psst! Hey, keep this quiet, but this modified Honda XR400R thinks it's a race bike.

In stock trim, our middleweight XR made for a fun little cow-trailer and, surprisingly, it even proved to be quite a kick in the pants at some of the motocross parks that we frequent. The XR's nonthreatening power delivery and ultra-cush suspenders flat made it a blast to playride in a variety of conditions.

Then we made a mistake with our joyous little thumper: We raced it.

The ugliness occurred at the classic Elsinore Grand Prix, a high-speed, cobbly bugger of a place. Once we got up to speed, we learned the true meaning of fear when the little XR revealed all of its girth as it dive-bombed through its travel on any bump larger than a sandbag, bottoming both the front and rear ends with a horrendous clank that sent shivers - if not out and out shock loads - up and down our spinal column.

Okay, so the bike wasn't *that* bad, but we have to build it up a little, or else why read further? Yet the truth of the matter is that we felt our XR could benefit greatly from a few mods and that it could be made into a raceable off-road motorcycle - you know, the kind that a vet or beginning rider would enthusiastically throw a leg over for the casual grand prix or enduro.

First, we turned our attention to the suspension system, which we feel is an area where any XR400R owner - whether they be of an aggressive nature, gravity-challenged, whatever - could experience some benefit by departing from the stock settings. So we phoned our pals at Race Tech to give the XR's bumpers a once-over.

Todd at Race Tech convinced us that part of the dilemma surrounding the XR had to do with its spring rates. The .39kg/mm springs up front and the 9.8kg/mm in the rear conspire to jack up the rear end, which partially debilitates the fork by forcing it to deal with too much forward weight transfer through the bumps. The solution was to beef up the legs by replacing the .39 springs with a set of .43s so as to counteract that dive. We went even further by actually decreasing the rear-spring rate, switching from the stock 9.8 spring to a lighter 9.2 in order to balance the machine's stance.

In addition to the spring changes, the guys at Race Tech saw fit to turn us on to some of their bitchin' suspension products. A Race Tech Gold Valve compression-valve assembly was incorporated into the forks. Basically, the Gold Valve is a high-performance valve assembly that offers increased performance and tunablility, as the fork can now be revalved with standard shims, which Race Tech says are easier to work with when making a change. The fork was topped off with Race Tech's own blend of US-2 10-weight fork oil.

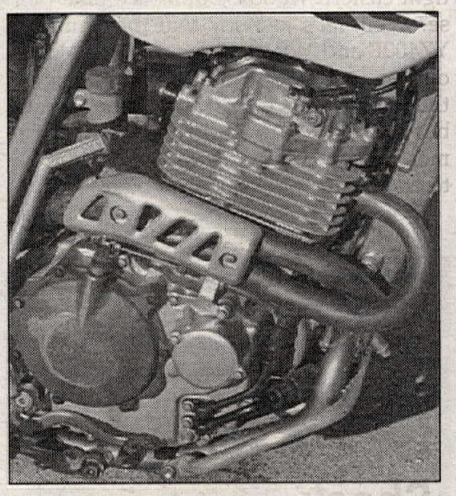
The shock also received the Gold Valve treatment, the rear assembly featuring a 44mm o.d. valve that allows the piston to pass more oil. Race Tech owner and founder Paul Thede's take on increasing the flow is that it allows for increased plushness and better bump absorption while also retaining a greater resistance to bottoming. The shock reservoir, too, was filled with US-2. All settings were tailored per our request to suit a 180-pound Intermediate motocrosser.

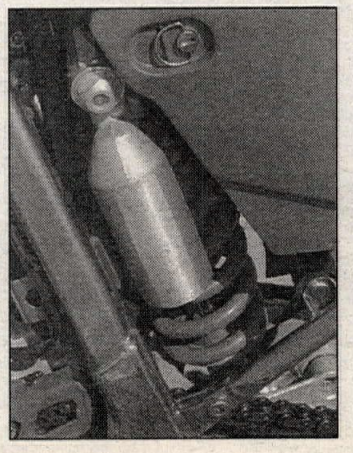
Motor mods were next on the list, and it was here that we thought we'd use some discretion. After all, we are well aware that there are several companies that offer kits to turn the mild-mannered 400 into a rip-snortin' beast. But pushing the horsepower envelope also bears with it the risk of decreasing reliability to that of your average hand grenade. Besides, we wanted to retain the stock power characteristics - we just wanted more power. Surprise, surprise - Honda makes just the thing that we were looking for. Designed by Honda Racing Corporation and extensively tested by Honda's Baja/Off-Road racing team, the HRC XR400R Power-Up Kit is claimed to offer a 15-percent horsepower increase over stock throughout the entire rev range, for controllable power. The kit includes a higher-compression piston assembly that nudges compression from 9.3:1 to 11.0:1; a high-performance camshaft that offers increased valve lift and duration; new primary drive gears that raise the gear ratio from 2.826:1 to 2.667:1; carburetor main and pilot jets, and a carburetor needle; an outer clutch basket and heavier clutch springs; a spark plug; and a setup manual.

The shop studs at American Honda performed the surgery for us and delivered the bike just in time for one of our day treks into the Lucerne Valley. It provided the perfect opportunity to test the changes we'd made in the face of the new four-stroke benchmark, as we had both of the new Yamaha four-strokes along, too.

The motor mods were obvious right from the time that we fired up the XR. The engine took on a slightly more raspy timbre, and the idle was a bit lumpier than a stocker. Once we started going through the gears, we did notice a considerable change in the way the bike accelerated. Despite a slight glitch in the carburetion right off idle, the increased torque and extra ponies were delightfully appreciable through the bottom and middle revs. There didn't appear to be any outstanding high-rpm performance, just a nicely executed increase throughout the range, which allowed us to clutch and shift the bike just as we would on a stocker. It was just more of the same: more torque, more power, more fun.

An even greater change was felt in the suspension. The Race Tech hop-ups made the XR behave much better at high speeds. Plushness was greatly improved, as was the fork's ability to resist both bottoming and rebounding back too quickly. We soon found ourselves slamming into and over rocky obstacles that would have made us





Outwardly, the modified components on the XR bear no clue to their "sleeper" status, but the HRC Power-Up kit and Race Tech-modified suspension are vast improvements over stock.

As far as the suspension goes, the proof was in the pudding. We were able to aggressively tackle rocky sections like this all day without fear of bottoming or losing control. The action was extremely plush.

scream bloody murder before. In high-velocity cross-grain, the rear end of the bike still tended to kick back a little bit, leading us to believe that we could use just a tad more rebound damping, but on the compression side, the shock remained Cadillac-smooth and refused to bottom.

The improved suspension action actually cleaned up the handling a little bit, as we noticed that the bike had less of a tendency to kick back from side to side over nastier terrain when the throttle was opened up.

Overall, we have no problem recommending either the suspension or the motor mods - as long as they are done in that order. The Race Tech suspension mods, totaling $680.15 including labor, are a bargain - no matter how you look at it. At $1100, "Powering-Up" is a pricey proposition, but you also have the benefit of knowing that this engine kit has been designed by the factory. Who knows better how to extract reliable horsepower increase?

Put them together, though, and the XR400R rises to a new level of performance that makes it the ultimate trail-bike or playbike. And yes, it would be fun to race on occasion, especially in tight eastern woods. But a race bike per se? Well, let's just say that the Yamaha YZ400F and WR400F that we had along on our test were much more suited to the frenetic pace of pure competition, but the XR surprisingly kept pace in most of the conditions that we encountered aboard the "real" race bikes.

So, *ssshh*. Keep it down, okay? CN

Fork

.43kg/mm fork springs	$79.90
Gold Valve compression-valve assembly	$149.95
Race Tech US-2 oil (3 pt.)	$37.80
Labor	$85.00

Shock

9.2kg/mm spring	$89.95
Gold Valve assembly	$139.95
Race Tech US-2	$12.60
Labor	$85.00

Race Tech
3227 Producer Way #127
Pomona, CA 91768
909/594-7755

Engine

Honda HRC XR400R Power-Up kit	$1100.00

American Honda
See your local dealer.

SETRA Hare Scrambles Series, Round 8

Ramey perseveres

By Kenneth King

MAPLESVILLE, AL, JAN. 18

Since his ankle injury, SETRA Enduro and Hare Scrambles champion Franklin Ramey III has been trying to make his finishes the way he likes them - with him in first. Well, at the Perry Mountain Hare Scrambles, Ramey took command of the race from the start and led every lap for the overall win. Ramey probably faced his stiffest competition to date in the form of six-time National Enduro Champion Randy Hawkins, SETRA regulars Allen Gravitt and Ashley Brewer, SERA Enduro champ Clay Boreing, SERA AA rider Nolan Knight, and the usual SETRA suspects.

Ramey's win didn't come easily, however, as the KTM rider hit a deer at speed and damaged his clutch assembly, and had to ride the last lap with virtually no clutch. Yamaha's Hawkins came within a half-minute of catching Ramey on the last lap but had to settle for the runner-up position. KTM's Allen Gravitt had a good ride, staying with Hawkins most of the race, and he eventually rounded out the top three overall.

Glenn Hollingshead and the Perry Mountain MC have been hosting races in Maplesville for years, and they are usually first-rate. This race was no exception, as the course was 10 miles long and recent rains made the soil perfect, with the exception of mud bogs in some of the pastures. Sandy whoops, rocks, hills, tight woods, fast woods, plenty of roots, and a couple of clear-cut sections gave the course a good mix of terrain. The club raced all the C and specialty classes at 11 a.m. and the AA, A and B riders at 1 p.m. When it was time for the main race, the C-class racers roughened things up a bit and made some of the mudholes a little tricky.

The AA class was loaded with talent and, with 13 riders, it was the largest class so far. At the start, all eyes were on Hawkins. When he shows up at one of the SETRA races, he creates quite a buzz with the spectators as well as with the racers. Hollingshead had the riders straddle their front wheels for the start. (You don't often see this kind of start anymore). When the flag was dropped, the riders scrambled to get on their bikes and get them started. Ramey got his going first and got the holeshot, followed by Boreing and KTM-mounted Allen Nichols. The course went about 75 yards and then made a right turn and headed up a long hill into the woods. By the time they crested the hill, Ramey had pulled out a small lead on the pack.

"When they said they were going to use the straddle-the-front-wheel-type start, I knew I could get the holeshot," Ramey said. "That's my favorite way of starting a hare scrambles."

Gravitt didn't get the greatest start and neither did Hawkins, so they were both toward the back of the pack. Team Green rider Ashley Brewer didn't get the greatest start, either, and he too was also mired back in the pack.

In second place was Boreing, the SERA Enduro champion riding a new Gas Gas. The bright-red bike stood out among the KTMs, and the young rider was hot on the SETRA champ's tail.

Franklin Ramey III overcame a high-speed collision with a deer and the advances of Randy Hawkins to win the SETRA Perry Mountain Hare Scrambles in Alabama.

"I looked back and saw Boreing," Ramey said. "I had a good lead, so I tried to put as much time as I could between us."

When they came through the scoring barrels at the end of lap one, it was Ramey, Boreing, Hawkins, Gravitt and Team Green rider Tommy Veator making up the top five. Brewer, however, had his troubles on the first lap.

"I got a bad start; then I got some serious arm pump and, to top it off, I crashed pretty hard," Brewer explained. "I just had a bad first lap. After I got all that out of the way, I got going pretty good."

Ramey was building himself quite a lead during lap two, but when Hawkins came in for gas on lap two, he thought he was leading.

"I thought Boreing was leading the race," Hawkins explained. "When I gassed, my mechanic told me I was in second, with Franklin leading by two or three minutes."

Gravitt was riding with Hawkins and made the same mistake.

"I thought we were leading the race," Gravitt said. "I didn't get the greatest start, so it was hard to tell who was in front. When Randy came around me, I followed him, thinking we were in the lead. Then Jill (Gravitt's wife and pit crew) held up the pit board, saying I was behind Ramey almost three minutes."

Actually, it was less time than that, but she was just trying to motivate Gravitt. When Gravitt and Hawkins realized their predicament, they immediately picked up the pace.

At the scoring barrels on lap two, it was Ramey leading with a 1:58.26, Gravitt in second with a 2:01.09, Boreing in third with a 2:01.12, and Hawkins in fourth with a 2:01.25.

On lap three, Ramey became involved in a predicament of his own.

"I was on a fast logging road, tapped out in fifth gear, and out of the corner of my eye, something darted out in front of me," Ramey explained. "I locked up the brakes but hit the deer anyway. I went over the bars and my bike kind of somersaulted. It bent my bars and pushed my clutch lever into the Barkbusters. A guy on a Honda helped me get the bike up and get going. I never got a chance to thank him, and I would like to."

Ramey's altercation with the deer cost him valuable time, and Hawkins was able to move to within a minute of him at the end of lap three. Coming through the barrels on lap four, Ramey came in with the lead at 2:24.43, followed by Hawkins (2:25.23) and Gravitt (2:25.37). Boreing had problems of his own and dropped off the pace, coming through at 2:27.59.

Ramey gassed up his bike and headed into the final lap but, a few minutes into it, Hawkins caught up with him and the two swapped places throughout most of lap four.

"We were coming across this pasture side by side," Ramey recalled. "I got a better line jumping a creek and got in front of Randy. I looked back as we went through a big mudhole and saw him going over the bars. I was able to make it to the finish ahead of him."

At the race's end, Ramey finished first in 2:49.34, Hawkins took second in 2:50.04, Gravitt earned third with 2:51.00, Brewer moved up to fourth by the finish with 2:53.15, and Veator rounded out the top five some two seconds behind Brewer. CN

Perry Mountain Hare Scrambles
Maplesville, Alabama
Results: January 18, 1998 (Round 8)

O/A: Franklin Ramey III.
AA: 1. Randy Hawkins; 2. Allen Gravitt; 3. Ashley Brewer.
OPEN A: 1. Eric Elam; 2. Peter Borders; 3. Lee Carpenter.
OPEN B: 1. Wesley Wyatt; 2. Blake Couch; 3. Billy Chapman.
OPEN C: 1. Lee Nichols; 2. Tony Turbyfill; 3. Les Engle; 4. Eric Rigby.
200 A: 1. Lee Stephens; 2. Matt Joachim; 3. Steve Shinall.
200 B: 1. Carsten Cagle; 2. Bob Sevenpiper; 3. Steve Taylor.
200 C: 1. John Lewis; 2. Tim Greer; 3. Eric Bottomlee.
250 A: 1. Jason Chancey; 2. Dustin Beaty; 3. Sonny Morabito.
250 B: 1. Matt Beaty; 2. Brad Harrick; 3. Frank Davis.
250 C: 1. Jason Barnett; 2. Troy Mitchell; 3. Greg Huff.
JR: 1. Josh Boatfield; 2. Jim Hardy; 3. Jason Lightsey.
SR A: 1. Greg Peterson; 2. Andy Dean; 3. Gary Goff.
SR B: 1. Buren Hamrick; 2. Kenneth King; 3. J.T. Gordy.
SR C: 1. Tom Farmer; 2. Richard Morabito; 3. Mel Smith.
S/SR A: 1. John Kealy; 2. Phillip McMillan; 3. Jimmy Lynch.
S/SR B: 1. Frank Nelson; 2. Alan Wheatcroft; 3. Kenneth Royster.
MSTR A: 1. Wayne Beaty; 2. Jim Ford; 3. Dan Freeland; 4. Steve Chancey.
4-STRK B: 1. Daniel Munsruad; 2. Joey Claxton; 3. Joey Hargrove.
4-STRK C: 1. Henry Turner; 2. Michael Brilanti; 3. Aaron Dean.
WMN: 1. Karen Nelson; 2. Heather Kessler.
VET A: 1. Bennie Waldrop; 2. Dwight Rudder; 3. Gary Little.
VET B: 1. Richard Price; 2. Jonathan Wills; 3. Dennis Kirkman.

(Above) Perennial rivals: Once again, Chuck Springsteen (1) held off the advances of AMA Grand National regular Dan Butler (22) in the main event. Springsteen led it from start to finish to remain undefeated on the night.
(Left) Springsteen (1) came away with a record-tying fifth AMA Indoor Ice Racing Championship at the 38th annual Big Brothers/Big Sisters of Greater Flint Indoor Motorcycle Ice Races at the IMA Sports Arena.

Springsteen takes the fifth

By Jody O'Hara
Photos by Susan Butler

FLINT, MI, JAN. 24

This is the stuff of which legends are made: the champion on the ice, his famous brother in the stands, and records being set.

Chuck Springsteen earned his fifth consecutive AMA Indoor Ice number-one plate with a convincing performance on the IMA Sports Arena ice surface, winning all five of his heat races and leading the main from green light to checkered flag.

While Springsteen took his victory lap, his brother Jay - the three-time AMA Grand National Champion and a legend in his own right - whooped it up in section 20, celebrating just a little bit more than those around him.

"I think it's so cool he can come in here year after year and beat everybody," Jay Springsteen said. "Those other guys come in here with all that technology, and he's still riding the same old bike, without nothing fancy, and he just kicks their asses."

Jay Springsteen said that a couple of tuners even tried to get him to compete on their bikes against his brother.

"Byron (Molloseau) and Don Schopieray wanted me to come and race and I asked them why," he said. "They told me, 'Because you're the only one that can beat your brother.'"

Springer politely refused.

Chuck Springsteen and his tuner, Rick Kessler, celebrated hard in the pits after the win, and "Long Live the King!" could be heard echoing through the bowels of the arena long after the fans had gotten their autographs and headed home.

"This feels good - it feels goddamn good," Springsteen said. "We gave it everything we had, and it worked it out for us."

It worked out to the tune of an AMA record-tying fifth championship for the youngest of the Springsteen brothers. Only bad boy Garth Brow has won more.

"Now I want that sixth one," Springsteen said.

On a more somber note, Chuck Springsteen was also the first to have his name engraved on the Melinda Springsteen Memorial Trophy. Melinda, Chuck's late wife, died in October 1997 after a three-year battle with breast cancer. In an emotional ceremony before the races, the Flint Motorcycle Club and Big Brothers/Big Sisters of Greater Flint presented the new trophy, which will bear the name of future race winners. The trophy reads, "In Memory of Melinda Springsteen, a Friend to Motorcycling, from the Flint Motorcycle Club and the Little Brothers and Little Sisters of this Community."

Chuck Springsteen said a few words at the dedication.

"I'd like to thank everybody for this," he said. "You know, we're going through some tough times right now, but we're going to make it."

As for the racing, fellow Michigander Danny Butler did all he could to give Springsteen a tough time on the night, winning every heat race except the one in which he faced the champion, and taking second in the main. Butler, who is looking for a new ride for the Grand National circuit in the wake of his departure from Gardner Racing, pushed his Byron Molloseau-built Honda as far as it would go.

"The reason I didn't win this race was, I spun the tire on the holeshot of our heat race," Butler said. "If I get that one, I'm on the pole instead of him."

Butler had his front wheel hard against Springsteen's back one in every turn, but couldn't find a way to get around.

"The ice was getting soft toward the end, and it was a night where you couldn't make up any ground," Butler said.

And Butler didn't want a repeat of December's Kold Kutter Indoor Ice Racing Championships at the Sports Arena, when he spent considerable time sliding across the ice as opposed to racing on it.

"I tonked him on every lap - you saw it," Butler said. "I didn't want to take us both out. I spent enough time on my butt the last race."

One rider who spent too much time on his butt this time was Breckinridge, Michigan's Eric O'Boyle, who was riding for First Klass Glass. O'Boyle realized every ice racer's worst nightmare when his leg got caught between the rear tire and the framework of Brian Hardin's bike. After battling for position in turn four during the 18th heat of the night, Hardin took the checkered flag before the two riders came together in turn one. As they went down, Bryan Villella had nowhere else to go and ran over Hardin's back.

Track personnel attempted to drag the bikes out of the pile before realizing O'Boyle was trapped. AMA official John Zwerkin held O'Boyle's upper body off the ice as mechanics worked feverishly with wrenches, a hammer and a hacksaw to free his leg. A silence fell over the pits as O'Boyle was loaded into an ambulance and taken to Hurley Medical Center in Flint. The last word was that O'Boyle had been admitted with multiple fractures to his lower left leg and was in satisfactory condition, awaiting surgery.

Hardin eventually took third place in the main, albeit missing a little meat from his back, lost to the studs of Villella's bike.

"I got down under O'Boyle there in turn four," Hardin said. "The next thing I knew, my back tire was locking up, we went down and Villella didn't have anywhere else to go, and he went over my back."

Eric O'Boyle's brother, Doug, was at the gates to the track, waiting to run in the next heat. He made a mad, sliding run across the ice to come to his brother's aid, and he said later it wasn't something that could've been helped.

"There wasn't anybody at fault," he said. "That's just ice racing."

Chad Selvig of Flushing, Michigan, won the 50cc Junior main, ahead of Robby Lapeen of Clio, Michigan, and Stephen Shands of Otisville, Michigan.

In the 50cc Senior main, Flint's own Tiffany "Taz" Long once again showed the boys nothing but the Tazmanian Devil doll on the back of her flak jacket. "Taz Tiff" made another bid for the hearts of the crowd this year, once again giving her prize money back to the Big Brothers and Big Sisters. However, this time around, Tiffany insisted it was for the little sisters and little brothers - sisters coming first.

It was a double championship day for Tiffany, as she had also won the AMA National title on the outdoor ice at Albright Shores, Michigan, earlier in the day.

Chaz Yates of Grand Blanc, Michigan, and Brian Mercer of Farwell, Michigan, took second and third, respectively, in the Senior class.

Nine-year-old Corey Slavek of Birch Run, Michigan, twisted the wick and never let off, getting sideways and wobbly, but never dumping it as he lapped several riders to win the 65cc race. The same approach had cost Corey a trip to the penalty line when he fell in his heat race.

"(AMA Official John Zwerkin) told me not to fall off," said Slavek, "but I did."

Not that it mattered, as Slavek came off the penalty line, passed the other riders and won the heat and the pole for the main. He credited his summer motocross training with helping him stay up front in the main.

Nick Cummings, son of TCR owner and general manager Tom Cummings, finished second, and Eric Miller of Flint was third. CN

IMA Sports Arena
Flint, Michigan
Results: January 24, 1998

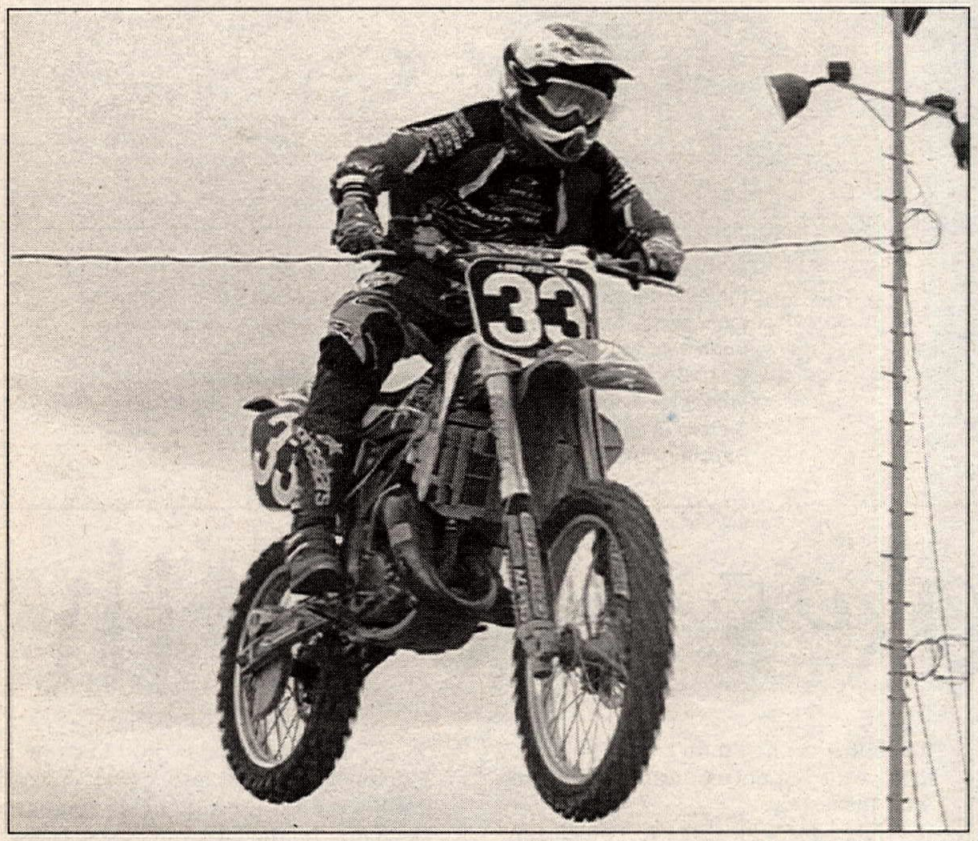
50 JR: 1. Chad Selvig (Kaw); 2. Robby Lapeen (Kaw); 3. Stephen Shands (Kaw); 4. Cody Rabideau (Kaw); 5. Lawrence Zietz (Kaw).

50 SR: 1. Tiffany Long (Kaw); 2. Chaz Yates (Kaw); 3. Brian Mercer (Kaw); 4. Krista Queen (Kaw); 5. Joey Boulis (Kaw).

65: 1. Corey Slavek (Kaw); 2. Nick Cummings (Kaw); 3. Eric Miller (Kaw); 4. Kyle Rothgeb (Kaw); 5. Kurtis Lee (Kaw).

250 PRO: 1. Chuck Springsteen (Hon); 2. Dan Butler (Hon); 3. Brian Hardin (Hon); 4. Doug O'Boyle (Hon); 5. Bryan Bigelow (Hon).

Lytle red hot



Casey Lytle kept rolling by winning the 125cc Pro class at the third round of the CMC SunStar Golden State Nationals South.

By Tony Alessi

PALMDALE, CA, FEB. 1

Honda of Troy's Casey Lytle posted a double moto victory in the highly competitive 125cc Pro division during round three of the CMC SunStar Sprockets Golden State Nationals South, held at Los Angeles County Raceway. The crew at LACR worked overtime preparing for the nearly 900 riders who attended the event.

"We built three tracks for this weekend," Jack Barbacovi said. "We have the J.B. Memorial, the Saddle Glen and the Pee Wee course."

The concept, though a little confusing at times, was an aid for pumping up laps, as most races were up to 20 minutes in length. As expected, the 125cc Pro race was the day's premier event, with top local guns Lytle and Billy Payne facing off against off-road racing giant Rodney Smith and German 250cc Grand Prix competitor Pit Beirer. The first moto saw a showdown between Lytle and Payne. The two future champs battled for the first half of the race, with Payne and his Pro Circuit Kawasaki leading the way. Just after the midway point in the race, Payne made a mistake.

"I saw him slide out under the bridge," Lytle said.

Lytle assumed the lead and never looked back, pulling away with authority for the eventual win. Payne remounted to salvage the runner-up spot, followed by Michel Constantinou, Jeremy Chausse and Donovan Mitchell.

Rookie Pro Chris Gosselaar turned heads by pulling the holeshot and leading the first half of the second moto. Gosselaar, who was riding in only his second Pro race, seemed a bit nervous and overextended but still showed some serious speed. After the midway point, Gosselaar made some mistakes and dropped back, while Lytle and Payne moved into first and second, respectively. Beirer began to charge and moved into third as Constantinou and Keith Johnson filled in the top five spots. In the end, Lytle went on to post the win, while Payne secured second in front of Beirer. What about early race leader Gosselaar? He finished sixth, behind Johnson and Constantinou, and was still within sight of the day's top Pros.

Doug Dubach and his YZ400F had a banner day, winning three separate classes. Dubach topped the 250cc, 500cc and Over 30 Pro classes.

"I want to race my YZ400 at the Atlanta Supercross," Dubach said. "This bike was built by White Brothers, and Enzo did the suspension. It pulled every holeshot except for one today."

Dubach chased after Beirer in the first 250cc Pro moto.

"I got stuck behind Spud Walters for a little while in the first moto, and I kind of lost touch with Pit," Dubach explained.

Beirer went on for the moto win, with Dubach not far behind at the finish.

The second moto saw many of the racers slam the starting gate, breaking it off its rails. This time Dubach was out front while Beirer was mired deep in the pack.

"I saw him hit the gate," Dubach said. "It's too bad, because I felt prepared to race him in the second moto but I never had the chance."

Dubach simply walked away for the moto and overall win, followed by Walters on his Mark Moore-tuned Yamaha and Team TRE-backed Billy Joe Mercier.

Michael Young scored the overall victory for the second straight week in the 125cc Intermediate class. Young and Bryan McGavran each scored wins in their respective qualifying races and lined up next to one another for the all-or-nothing main event. When the gate dropped, McGavran and Young jumped out in front of the field, with Chris Neitzel following in third. By the start of the second lap, it was evident that it would be a two-man race between McGavran and Young. Young dogged McGavran in every turn and off each jump until he cracked.

"I came around this turn and McGavran was just getting up," said runner-up Chris Neitzel. "I guess he took a little time to get it back together."

With McGavran out of the picture, Young styled to a convincing victory and celebrated during the final lap by performing eye-widening whips over the most difficult jumps.

Neitzel rode a great race on his PVK/O'Neal/Riders' Choice-backed Kawasaki, while McGavran regrouped to salvage third in front of 250cc Intermediate winner Lanny Turner and Pro Grip-backed Oscar Valdez.

Team Suzuki/FMF mini ace Shane Bess was a double class winner despite very adverse circumstances. Moments before the start of his first 80cc (12-13) race, Bess did some warmup laps in the jetting area and was involved in a collision with another racer. Severe damage was done to his cycle, and he was forced to ride it as it was. Bess fought his way from well outside the top 10 to secure second behind Arizona's Michael Blose in the first moto.

The second moto saw Blose out front again, with Bess a close second. Bess, who only a day before had suffered a concussion in a crash during practice, seemed a little slower than Blose, but Blose went down on three different occasions in the race and finished a disappointing sixth.

Bess went on for the moto and overall win, followed by Team Green racers Dylan Lord and Daton Beavers.

Bess returned to do battle with Team Thousand Oaks Yamaha-backed Jonathan Shimp in the Supermini class.

Shimp won the first moto despite racing in extreme pain.

"I broke my foot in practice yesterday," Shimp said. "We have it taped up. I have to use all outside lines so I don't use the rear brake."

Shimp topped Bess, Ross Garcia and hard-charging Billy Laninovich in the opening moto.

The second moto saw Shimp and Bess battle again. The two riders exchanged the lead several times during the race, but Bess prevailed when Shimp fell off after washing out the front end. Laninovich inherited the runner-up position, followed by Team Green's Sean Collier, European racer Sebastian Sanchez, and Shimp.

KTM/R&D Racing Engines-sponsored Cole Seely posted top honors in the 50cc (7-8) division despite falling down in the first moto. Seely charged from dead last to second in the first moto, behind Team AC Racing-backed Chad Gores.

The second moto saw Seely out front from the drop of the gate to the finish line to post a well-earned victory over Arizona's Buddi Bruner, Billy Ballestero and Clayton Murillo. CN

Los Angeles County Raceway
Palmdale, California
Results: February 1, 1998 (Round 3)

50 (4-6) D-1: 1. Donnie Kearney (KTM); 2. Mathew Dormack (KTM); 3. Alan Jiron (Cob); 4. Kyle Smith (KTM); 5. Chance Seely (Yam).

50 (4-6) D-2: 1. James Merrill (Cob); 2. Hayden Commans (KTM); 3. Evan Gambetta (KTM); 4. Dustin Pipes (KTM); 5. David Meade (Cob).

50 (7-8) D-1: 1. Cole Seely (KTM); 2. Buddi Bruner (Cob); 3. Chad Gores (Lem); 4. Billy Ballestero (KTM); 5. Clayton Murillo (Cob).

50 (7-8) D-2: 1. Bryce Terzian (KTM); 2. Mike Meade (Cob); 3. Danny Gonzalez (Cob); 4. Carmody (Cob); 5. Andrew Couto (KTM).

50 EX: 1. Chad Gores (Cob); 2. Tanner Laughan (CEF); 3. Buddi Bruner (Cob); 4. Nile Megle (Cob); 5. Tylor Hemme (Cob).

60 (0-8): 1. Jeff Alessi (Kaw); 2. Weston Peick (Kaw); 3. Travis Christensen (Kaw); 4. Chad Gores (Kaw); 5. Mark Proscelle (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Edward Herring (Kaw); 3. Ryan Royball (Kaw); 4. Buck Gulley (Kaw); 5. Ryan Brown (Kaw).

80 BEG: 1. Kevin Williams (Yam); 2. Jeremy Malott (Kaw); 3. Chase Meineke (Yam); 4. Robert Memoli (Hon); 5. Garret Warren (Kaw).

80 (7-11): 1. Kyle Partridge (Suz); 2. Mike Alessi (Kaw); 3. Scott Simon (Suz); 4. Chris Blose (Suz); 5. Robby Woods (Hon).

80 (12-13): 1. Shane Bess (Suz); 2. Dylan Lord (Kaw); 3. Michael Blose (Suz); 4. Daton Beavers (Kaw); 5. Scott Howe (Yam).

80 (14-16): 1. Billy Laninovich (Yam); 2. Jonathan Shimp (Yam); 3. Steve Mertens (Yam); 4. David Boothe (Hon); 5. Nicolas Soletz (Kaw).

S/MINI: 1. Shane Bess (Suz); 2. Billy Laninovich (Yam); 3. Jonathan Shimp (Yam); 4. Sean Collier (Kaw); 5. Michael Blose (Suz).

125 BEG: 1. John Simianovich (Kaw); 2. James Ward (Yam); 3. Jeff Brodson (Yam); 4. Jason Olivar (Hon); 5. Blake Bukamuer (Yam).

125 JR D-1: 1. Randy Norman (Yam); 2. Jason Clark (Suz); 3. Eric Anderson (Yam); 4. Fred Berggren (Yam); 5. Fred Kornehed (Hon).

125 JR D-2: 1. Bryan Lang (Hon); 2. Angelo Palumbo (TM); 3. Bob Finch (Kaw); 4. A.J. Stogner (Yam); 5. William Klein (Kaw).

125 INT D-1: 1. Michael Young (Yam); 2. Chris Neitzel (Kaw); 3. Bryan McGavran (Yam); 4. Lanny Turner (Hon); 5. Oscar Valdez (Suz).

125 INT D-2: 1. Levi Reid (Yam); 2. Kevin Townsend (Hon); 3. Brian Barker (Yam); 4. Hawk White (Suz); 5. Jeremy Santoro (Kaw).

125 PRO: 1. Casey Lytle (Hon); 2. Billy Payne (Kaw); 3. Michael Constantinou (Yam); 4. Pit Beirer (Hon); 5. Keith Johnson (Yam).

SCHBY: 1. Michael Young (Yam); 2. Chris Neitzel (Kaw); 3. Levi Reid (Kaw); 4. R.J. Thompson (Kaw); 5. Jeff Eide (Hon).

250 BEG: 1. Mark Wickham (Suz); 2. Mike Watz (Hon); 3. Jeff Harper (Kaw).

250 JR: 1. Randy Norman (Yam); 2. Jason Marcus (Yam); 3. Nathan Jones (Yam); 4. Roger Holder (Suz); 5. Joey Cirocco (Kaw).

250 INT: 1. Lanny Turner (Kaw); 2. Jeremy Santoro (Kaw); 3. Metcalf (Suz); 4. Michael Collier (Kaw); 5. Gibson (Hon).

250 PRO: 1. Doug Dubach (Yam); 2. Spud Walters (Yam); 3. Jeff Pestana (Yam); 4. Ryuiehiro Takahama (Hon); 5. Rodney Smith (Suz).

500 INT: 1. Patrick Wade (Kaw); 2. Randy Commans (Yam); 3. Glenn Commans (Yam); 4. Don Pastell (Kaw); 4. Matt Ferrato (Hon).

500 PRO: 1. Doug Dubach (Yam); 2. Spud Walters (Yam); 3. Tomy Sulek (Yam); 4. Dan Berg (Yam); 5. Kenny Zahrt (Yam).

25+ INT: 1. Jim Henn (Suz); 2. Tony Sulet (Suz); 3. Chuck Kober (Suz); 4. Jason Marcus (Yam); 5. Randy Danylo (Kaw).

25+ MSTR: 1. Darrin Hoeft (Suz); 2. Jon Zahrt (Kaw); 3. Dan Berg (Suz): 4. Mike Dunlap (Kaw); 5. Chris Ridgeway (Suz).

25+ PRO: 1. Billy Mercier (Kaw); 2. Jeff Pestana (Yam); 3. Erik Lindstrom (Hon); 4. Tim Sharp (Yam).

30+ BEG: 1. Jim Carley (Kaw); 2. Rocky Hash (Hon); 3. Manny Dominguez (Kaw); 4. Milton Mize (Hon); 5. Donnie Bales (Hon).

30+ JR: 1. Tony Sulli (Suz); 2. Jon Posca (Suz); 3. Dennis Petracca (Hon); 4. Robbie James (Yam); 5. Vic Walker (Yam).

30+ INT: 1. Todd Campbell (Kaw); 2. Sigi Zachman (Suz); 3. Mike Webb (Suz); 4. Mike Little (Suz); 5. Randy Danylo (Kaw).

30+ PRO: 1. Doug Dubach (Yam); 2. Jeff Pestana (Yam); 3. Rodney Smith (Suz).

30+ MAST: 1. Jon Zahrt (Kaw); 2. Darrin Hoeft (Suz); 3. Dan Berg (Suz); 4. Martin Klossner (Kaw); 5. Jim Henn (Suz).

40+ INT: 1. Pryor Campbell (Suz); 2. Webb (Suz); 3. Jeff Giani (Suz); 4. Roger Dallan (Yam); 5. Bob Clark (Yam).

40+ MSTR: 1. Kenny Zahrt (Yam); 2. Klassen (Yam); 3. Mike Webb (Suz); 4. Ron Turner (Yam); 5. Mark White (Kaw).

WMN: 1. Jennifer Caputo (Hon); 2. Bonnie Kelly (Yam); 3. Dawn Rogers (Yam); 4. Shay Garcia (Hon); 5. Melissa Billingsley (Yam).

Rand, Neese roll at Freedom Hall

Greg Rand (5), shown here racing with his F&S Harley-Davidson teammate Davey Yezek (63), was one of two riders to score a pair of wins at the Actions Sports Arenacross in Kentucky.

By David L. Patton Jr.

LOUISVILLE, KY, JAN. 23-25

F&S Team Racing/JT-backed Greg Rand picked up two wins and increased his series points lead in the 1997-98 Action Sports Arenacross Series, sponsored by Budweiser, when it made a stop in Louisville's Freedom Hall.

Rand's closest competitor, Jim Neese, rebounded from a horrible weekend in Huntington, West Virginia, to pick up two wins of his own on his Kingsport KTM/Minter's Marketing/Team Moto Planet-backed KTMs. Mark Burkhart also picked up a win, and Mike Katin took his first-ever Action Sports Indoor win to round out the winner's circle.

FRIDAY

Todd Mouser grabbed the holeshot in the weekend's first Pro main, the 125cc feature on Friday. Rand and Davey Yezek chased Mouser, and Neese held off Katin and Burkhart for fourth. Burkhart put in an unbelievable ride, blasting his way to the front early in the main. Burkhart's time out front ended just as quickly as he looped out on the big whoop in the long grandstand section. He would come back and earn a top-five finish. Rand took advantage of Burkhart's miscue to take the lead and the win. Neese and Katin got by Yezek on lap three, and Mouser clipped a hay bale. Charlie Dunaway and Yezek hooked up for two laps before Dunaway secured fourth. Yezek held off Collier until the last couple of laps, when Burkhart blew by both of them. Burkhart also caught Dunaway on the last lap but couldn't get by. Rand took the win, with Neese second, Katin third, and then Dunaway and Burkhart.

Mike Morgan put the power to the ground and led the 250cc Pro class through the first turn. Neese and Yezek were all over Morgan as they completed the first lap. Neese dived under Yezek in the turn after the triple and was able to outrun him to the hairpin turn before the Dunlop whoops.

Rand got a midpack start but was pulling out all the stops on his way to the front, along with Dunaway and Katin. Neese was unstoppable, and he outjumped Morgan at the end of the Dunlop whoops to take the lead. Yezek made his move in the step-up double and passed Morgan, who wasn't at full strength due to a case of the flu. Rand reeled in Yezek and tried to outjump Yezek over the triple. Rand and Yezek had a great battle going, but Neese ran away with the win.

SATURDAY

In Saturday's 125cc Pro main event, Mark Burkhart took control from the start and blasted away to his third win of the series. Burkhart opened up a lead on the first lap over Yezek and Katin. Neese was mired in the pack, but he was in a better position than Rand, who had the holeshot but got hit from behind and had to restart from last place. Rand would work his way up to seventh by the finish.

Katin tapped Yezek's rear wheel in the step-up section and took over second place on lap three. Morgan held off Dunaway for fourth, but Dunaway put a move on him going into the Dunlop whoops. Neese passed Collier on the fourth lap, and Morgan clipped a hay bale, falling hard and handing fifth to Neese.

Burkhart continued to pull away, with Katin secure in second. Neese reeled in Yezek as they took the white flag and made a pass over the triple before following Burkhart and Katin home.

Katin led the charge in the 250cc main, while Neese and Yezek gave chase and Katin and Dunaway tried to hold off Rand. The top five were all battling at the start of the main, but Katin and Neese took advantage of the clear track to pull away. Dunaway opened up a couple of bike lengths on Rand, and Dunaway caught Yezek at the triple. Dunaway flew past Yezek on the third lap to take third.

Katin's lead disappeared when he cased the last jump in the Dunlop whoops and Neese grabbed the hot line through the grandstand whoops to take over the lead. Neese motored away from Katin and took the victory ahead of Katin, Rand, Yezek and Dunaway.

SUNDAY

Saturday night's 125cc Pro winner Burkhart's injured knee swelled up so badly that he had to miss Sunday's racing. Rand, Mouser and Collier put three Suzukis up front at the start of the 125cc action.

Rand established a secure lead early in the main and ran away with the win. Neese was able to get away from Katin and Dunaway by the halfway point and catch Yezek with four laps to go. Neese tripled past Yezek and then caught Collier. With two laps to go, Neese took away the inside line over the last jump in the Dunlop whoop section to edge Collier for second.

Katin jumped out to the lead in the weekend's final race, Sunday's 250cc Pro feature. Rand pressured Katin right from the start, but Katin got through the first turn in the lead. F&S teammates Yezek and Collier held off Morgan behind the leaders, but Dunaway and Neese were on the move.

Katin was nearly flawless after an early-moto bobble. He kept his head down and the throttle cranked open on his way to his first Action Sports Indoor win.

While the top two spots were settled by the halfway point, the last four positions were up for grabs. Collier was having his best weekend of the series, and he consistently cleared the triple to reel in Yezek. For nearly three laps, Collier challenged Yezek, finally leaping past him in the Dunlop whoops and holding Yezek off through the grandstand section for third place. CN

Freedom Hall
Louisville, Kentucky
Results: January 23-25, 1998(Rounds 9-11)

Friday

50 P/W JR: 1. Jacob Rowland (Yam); 2. Ryan Wolfe (Yam); 3. Zach Cunningham (Yam); 4. Cameron Reas (Yam); 5. Nick Whitaker (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Nathan Heskett (Cob); 3. Daniel Rocke (Cob); 4. Cody Reas (KTM); 5. David Hollobaugh (KTM).

50 (7-8): 1. Wesley Jett (Cob); 2. Chris Gibson (Cob); 3. Steven Squire (Cob); 4. Donnie Gray Jr. (Act); 5. Kyle Simone (KTM).

65: 1. Kyle Preston (Kaw); 2. Christopher Robertson (Kaw); 3. Shane O'Banion (Kaw); 4. Nick Benza (Kaw); 5. Alex Rassiga (Kaw).

MINI JR: 1. Kyle Preston (Hon); 2. Christopher Robertson (Suz); 3. Nick Benza (Kaw); 4. Shane O'Banion (Suz); 5. Corey Simone (Kaw).

MINI SR: 1. Corey Arnold (Yam); 2. Justin Sessink (Hon); 3. Terry Blake (Kaw); 4. Brandon Nichols (Suz); 5. Jamie Reynolds (Yam).

SCHBY: 1. Jason Wade (Kaw); 2. Nicholas Wolfe (KTM); 3. A.J. Meade (Suz); 4. Ian Riddle (Kaw); 5. Terry Blake (Kaw).

125 B: 1. Ben Riddle (Kaw); 2. Jason Wade (Kaw); 3. Michael Mercer (Suz); 4. Justin Terrell (Kaw); 5. Scott Craven (Yam).

125 C: 1. Nicholas Wolfe (KTM); 2. Ian Riddle (Kaw); 3. Mickey Beahl (KTM): 4. Nathan Scheid (Suz); 5. Nick Frazier (Suz).

250 B: 1. Ben Riddle (Kaw); 2. Michael Mercer (Suz); 3. Rob Cherry (Hon); 4. Paxton Mendelssohn (Yam); 5. "J" Reas (Suz).

250 C: 1. Nathan Scheid (Kaw); 2. Mike Armes (Hon); 3. Chip Prinz (Kaw); 4. Blake Jarrett (Yam); 5. William Brazelton (Yam).

25+: 1. Mark Musselman (Hus); 2. Mike Morgan (Kaw); 3. Chris Knox (Hus); 4. Rodney Carrier (KTM); 5. Mike Blair (Suz).

30+: 1. Jon Schmitz (Suz); 2. Rodney Carrier (KTM); 3. Larry Brookbank (Yam); 4. Michael Harker (Hon); 5. Terry W. Blake (KTM).

125 PRO: 1. Greg Rand (Suz); 2. Jim Neese (KTM); 3. Mike Katin (Yam); 4. Charlie Dunaway (Hon); 5. Mark Burkhart (Hon).

250 PRO: 1. Jim Neese (KTM); 2. Greg Rand (Suz); 3. Davey Yezek (Suz); 4. Charlie Dunaway (Hon); 5. Mike Katin (Yam).

Saturday

50 P/W JR: 1. Colton Bailey (Yam); 2. Brittany Ziepfel (Yam); 3. Jacob Rowland (Yam); 4. R.J. Bryant (Yam); 5. Shawn Lunsford (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Colton Bailey (Cob); 3. Daniel Rocke (Cob); 4. A.J. Alleshouse (Cob); 5. Collin Rennison (Cob).

50 (7-8): 1. Sean Hackley Jr. (Cob); 2. Wesley Jett (Cob); 3. Chad Canter (KTM); 4. Brandon Dietrich (Cob); 5. Josh Deacon (KTM).

65: 1. Kyle Preston (Kaw); 2. Christopher Robertson (Kaw); 3. Josh Lichtle (Kaw); 4. Justin Sipes (Kaw); 5. Philip Ivers (Kaw).

MINI JR: 1. Shawn Clark (Suz); 2. Dillion Rhoades (Suz); 3. Josh Lichtle (Yam); 4. Kyle Preston (Yam); 5. Christopher Robertson (Suz).

MINI SR: 1. Willy Browning (Yam); 2. Brian Behnen (Kaw); 3. Ryan Sipes (Kaw); 4. Rob Rollins (Suz); 5. Corey Arnold (Yam).

SCHBY: 1. Ian Hammond (Suz); 2. Michael Campbell (Kaw); 3. Aaron McIntyre (Suz); 4. A.J. Meade (Suz); 5. Ryan Sipes (Kaw).

125 B: 1. Ben Riddle (Kaw); 2. Ian Hammond (Suz); 3. J.C. Cravens (Yam); 4. Jeremy Brown (Kaw); 5. Adam Clark (Yam).

125 C 1: 1. Nicholas Wolfe (KTM); 2. Jason Jackson (Hon); 3. Josh Snell (Hon); 4. Bryan Elliott (Yam); 5. Erik Hanlin (Suz).

125 C 2: 1. Donnie Bloyd (Yam); 2. Travis McIntosh (Yam); 3. Nathan Scheid (Suz); 4. Chad Guffey (Yam); 5. Brian Enda (Yam).

125 C 3: 1. Jason Reynolds (Kaw); 2. Travis Wilson (Hon); 3. Jesse Modzel (Kaw); 4. Mikey Turnblow (Suz); 5. Fred Hamilton (Kaw).

250 B: 1. Ben Riddle (Kaw); 2. Rob Cherry (Hon); 3. J.C. Cravens (Yam); 4. Terry Parris (Hon); 5. Lowell Mason (Yam).

250 C 1: 1. Andrew Metzger (Kaw); 2. Larry Taylor (Hon); 3. Jody Duncan (Hon); 4. Nicholas Priddy (Kaw); 5. Robbie Norrington (Hon).

250 C 2: 1. Chip Prinz (Kaw); 2. Paul Crowell (Suz); 3. Mike Armes (Hon); 4. Timothy Voelker (Suz); 5. Nathan Scheid (Kaw).

25+: 1. Mark Musselman (Hus); 2. Mike Morgan (Kaw); 3. Mike Blair (Suz); 4. Larry Gessner (KTM); 5. Doug Flinner (Yam).

30+: 1. Jon Schmitz (Suz); 2. Rodney Carrier (KTM); 3. Michael Harker (Hon); 4. Richard Robinson (Hon); 5. Terry Parris (Hon).

125 PRO: 1. Mark Burkhart (Hon); 2. Mike Katin (Yam); 3. Jim Neese (KTM); 4. Davey Yezek (Suz); 5. Charlie Dunaway (Hon).

250 PRO: 1. Jim Neese (KTM); 2. Mike Katin (Yam); 3. Greg Rand (Suz); 4. Davey Yezek (Suz); 5. Charlie Dunaway (Hon).

Sunday

50 P/W JR: 1. Colton Bailey (Yam); 2. Brittany Ziepfel (Yam); 3. Shawn Lunsford (Yam); 4. Ryan Wolfe (Yam); 5. R.J. Bryant (Yam).

50 (4-6): 1. Colton Bailey (Cob); 2. Nathan Heskett (Cob); 3. Ryan Ivers (Cob); 4. Daniel Rocke (Cob); 5. A.J. Alleshouse (Cob).

50 (7-8): 1. Wesley Jett (Cob); 2. Chad Canter (KTM); 3. Josh Deacon (KTM); 4. Ryan Brumsfield (Cob); 5. Chris Gibson (Cob).

65: 1. Josh Lichtle (Kaw); 2. Christopher Robertson (Kaw); 3. Justin Sipes (Kaw); 4. Shane O'Banion (Kaw); 5. Jerry Westerkamp (Kaw).

MINI JR: 1. Kyle Preston (Yam); 2. Shawn Clark (Suz); 3. Christopher Robertson (Suz); 4. Josh Lichtle (Yam); 5. Joshua Davis (Kaw).

MINI SR: 1. Corey Arnold (Yam); 2. Brian Behnen (Kaw); 3. Rob Rollins (Suz); 4. Kyle Teel (Yam); 5. Justin Sessink (Hon).

SCHBY: 1. Ian Hammond (Suz); 2. Michael Campbell (Kaw); 3. Willy Browning (Yam); 4. Nicholas Wolfe (KTM); 5. Billy Lichtle (Yam).

125 B: 1. Ben Riddle (Kaw); 2. Ian Hammond (Suz); 3. Michael Campbell (Kaw); 4. Mike Trowbridge (Suz); 5. Dale Simpson (Hon).

125 C 1: 1. Jordan Sturgeon (Suz); 2. Erik Hanlin (Suz); 3. Chad Guffey (Yam); 4. Justin Sessink (Hon); 5. Nicholas Wolfe (KTM).

125 C 2: 1. Donnie Bloyd (Yam); 2. Nathan Scheid (Suz); 3. Glenn Graham (Hon); 4. Benjamin Wood (Hon); 5. Bryan Elliott (Yam).

250 B: 1. Ben Riddle (Kaw); 2. Ricky Alton (Kaw); 3. Jason Kuck (Suz); 4. "J" Reas (Suz); 5. Corey Stephens (Yam).

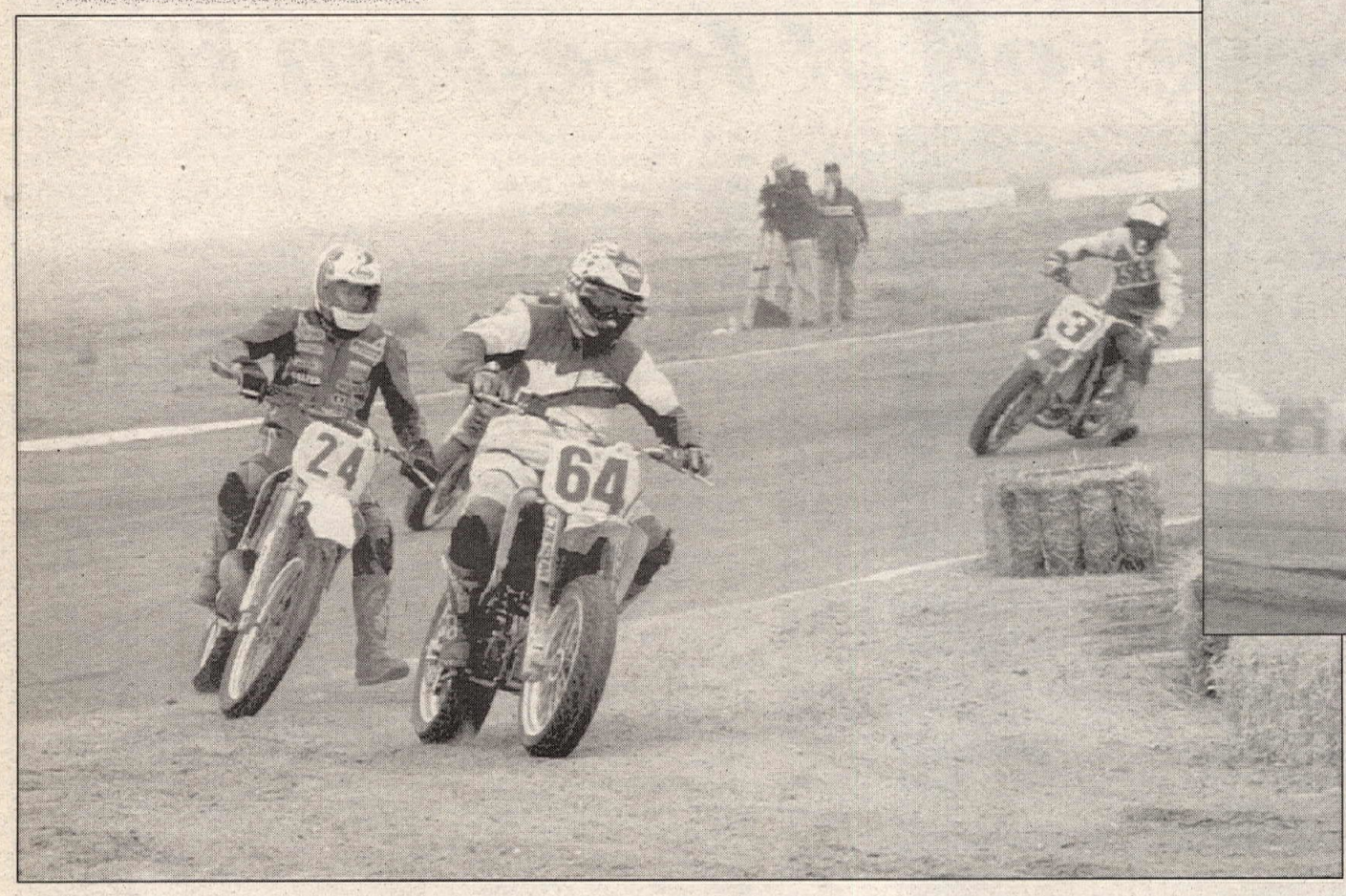
250 C: 1. Paul Crowell (Suz); 2. Brett McKeever (Hon); 3. Nathan Scheid (Kaw); 4. Bryan Elliott (Yam); 5. Mike Armes (Hon).

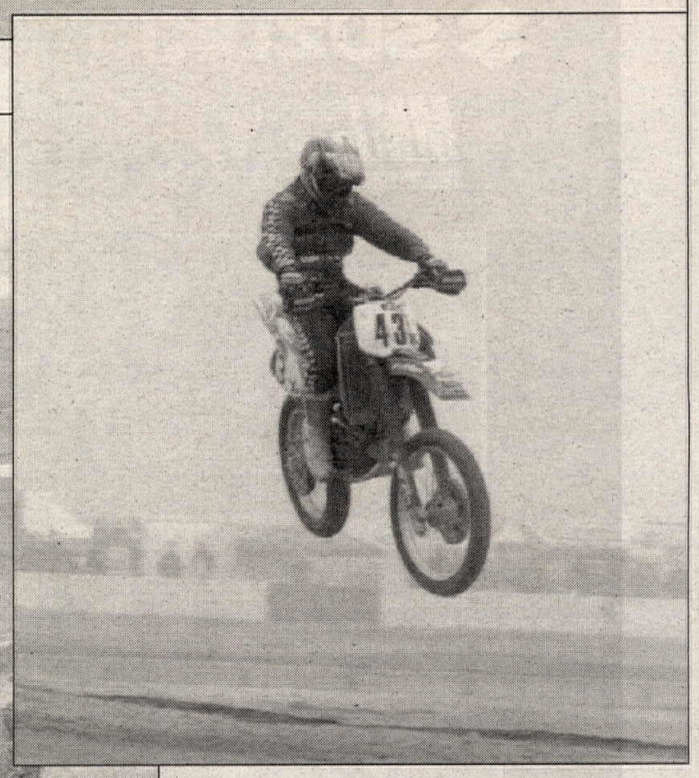
25+: 1. Mike Morgan (Kaw); 2. Mark Musselman (Hus); 3. Larry Gessner (KTM); 4. Rodney Carrier (KTM); 5. Mike Blair (Suz).

30+: 1. Rodney Carrier (KTM); 2. Jon Schmitz (Suz); 3. "J" Reas (Suz); 4. Richard Robinson (Hon); 5. Ken Thomas (Hon).

125 PRO: 1. Greg Rand (Suz); 2. Jim Neese (KTM); 3. Tommy Collier (Suz); 4. Charlie Dunaway (Hon); 5. Davey Yezek (Suz).

250 PRO: 1. Mike Katin (Yam); 2. Greg Rand (Suz); 3. Tommy Collier (Suz); 4. Davey Yezek (Suz); 5. Jim Neese (KTM).





(Above) 1997 Peoria TT winner Joe Kopp showed up at the Buttonwillow Super TT and handily won the Open Dual Sport class.
(Left) Chuck Sun (64) had a great weekend at the Buttonwillow Super TT, winning the Super TT and the Open Super Motard classes, and finishing a close second to Don Canet in the Middleweight Super Motard race.

Buttonwillow Super TT

Sun goes two for three

By W.H. Spencer

BUTTONWILLOW, CA, JAN. 25

Former 500cc National Motocross Champion Chuck Sun went two for three at the Buttonwillow Super TT weekend, winning the 12-lap feature on his 600cc Husaberg along with the Open Super Motard class, but missing the slam when he went wide in the last turn of the Middleweight Super Motard race and gave that win to Don Canet.

Saturday's practice session was run under partly cloudy skies, but great conditions greeted riders on Sunday. Superbike National Champion Doug Chandler and Superbike regular Tommy Hayden rode on Saturday, but decided not to return on Sunday.

Peoria TT winner Joe Kopp and his factory KTM 620 were tops in the Open Dual Sport main event. Kopp took the lead from the outside of the front row and pulled some fancy moves over the TT jump and through the .6-mile dirt portion of the track before leading Canet's XR400 to the checkered flag. John Davis finished third on an XR600 that he uses to commute to and from work in the Oakland area.

Flat-tracker A.J. Herrera had the start of the Middleweight Super Motard class dialed with his CR250 dressed in 19-inch rubber, two bike lengths in front of YZ250-mounted Roland Sands and Canet's XR400 as they entered the dirt. Herrera did a neat wide slide on the exit as Sands slid down into the ground. Mark Miller moved Canet wide, allowing both Sun and R-Cal Racing-backed Mark Cernicky to move into second and third, respectively.

Cernicky, on a new XR400, got by Sun on the next lap to take over second but, when Canet bailed, Sun moved up to second place. Canet was quickly up and within two laps was back up to the front of the pack, providing the fans with some good-looking TT jumps. As the laps wound down, Sun was riding very well, but Canet's road racing abilities were allowing him to close up as the white flag flew.

"I honestly felt that I could win that event," Sun said, "but I got to grandstanding just a bit on that last lap and went wide in the first turn. That allowed Don to get under me and there was nothing I could do."

"It will be great fun," Canet kidded, "to be able to say that I beat the great Chuck Sun in one of these races."

Cernicky held on for third over Herrera, with road racers Sands and Miller rounding out the top five over Carlin Dunne, Paul Kerr, Andre Castanos and Chris Sutherland.

The combined Seniors and Vintage classes saw Donnie Howard, the former nationally ranked dirt tracker, ride off with the overall win on the Marsh Runyan-prepared 1957 900cc Harley-Davidson. Joe Leonard was thought to have finished second at a Peoria TT on that bike, but it is certain that it was the first-ever overall victory for the bike - not bad for 40 years. Runyon had done his homework after the first round, relocating some suspension components, and Howard did a grand job of winning the class over Russ Fletcher's Husaberg. Dewayne Jones finished third on the CR500 project bike that Ricky Graham was to have ridden before his untimely death.

In the 12-lap Super TT, Stevie Smith took the lead going to the inside of the first run in front of Miller and Sun on the wide side. Sands stuck his YZ to the inside of Canet as they entered the dirt portion, but Canet got him back on the long back straight and was about 15 bike lengths ahead in fourth at the end of the first lap.

As Sun moved around Smith's Ducati to take the lead for good, Miller made a mistake, sliding the infield when he grabbed too much traction and went off course. Canet and Sands closed on Smith and then Canet made all the right moves to take second. Sands was next to depose Smith, who was having some handling problems with the Ducati that ultimately led to a terrible crash over the TT jump when the steering locked up. Smith walked off uninjured, but the bike was badly bent.

Cernicky had his own way in the Middleweight Dual Sport main event, easily winning on his XR400, over DR350-mounted Rod McCollough and Ben Morse on a CR80. Joe Cannon ended up fourth.

Sun and Canet put on a good show in the Open Super Motard class, with Sun winning over Canet and Donnie Howard on the Parts Unlimited TT/Marsh Runyon creation (it has a 4-inch piston in it).

Kopp was running right with the front-runners when his KTM suffered some rear-brake problem and he had to stop for repairs. A red flag appeared on lap six for a downed rider (who was all right), and that allowed Kopp to return. Within two laps, Kopp passed Canet and was challenging Sun.

The starter waved the white flag at Sun just as Kopp made a pass, but he was two laps down anyway. At the finish, Sun took the win by inches over Canet when he tried a "banzai" pass on the CR500, albeit cleanly.

Howard took the third-place trophy over Ricky Pearce, who had challenged Sun in the middle portion of the race before crashing in the infield. Smith held on for fifth, over Mark Woodward, Stuart Stratton, Kirk Beyerabent, Kay Vetter and Pete Waymire. CN

Buttonwillow Super TT
Buttonwillow, California
Results: January 25, 1998

OPEN D/SPT: 1. Joe Kopp (KTM); 2. Don Canet (Hon); 3. John Davis (Hon).
MINI MOTARD 1: 1. Ben Morse (Hon); 2. Cole Cates (Yam); 3. Brian Harp (Hon).
M/W S/MOTARD: 1. Don Canet; 2. Chuck Sun (Hbg), 3. Mark Cernicky (Hon).
VINT/SR: 1. Don Howard (H-D); 2. Russ Fletcher (Hbg); 3. Dewayne Jones (Hon).
S/TT: 1. Chuck Sun (Hbg); 2. Don Canet (Hon), 3. Roland Sands (Yam).
M/W D/SPT: 1. Mark Cernicky (Hon); 2. Rod McCollough (Suz); 3. Ben Morse (Hon).
OPEN S/MOTARD: 1. Chuck Sun (Hbg); 2. Don Canet (ATK); 3. Don Howard (Yam).

CMC Golden State Nationals North, Round 2

Ryan and Smith split the loot

By John Silva

BRENTWOOD, CA, JAN. 25

Rick Ryan and Rodney Smith split the purse money and Suzuki contingency booty in round two of the CMC/Sunstar Sprockets Golden State Nationals North held, at Tom Anderson's Sandhill Ranch. Ryan took the win in the 250cc Pro class, with Smith second, while Smith topped the 125cc Pros.

A foggy, overcast day made hot food and warm heaters everyone's best friends. Although temperatures were, on the average, low for the region, they were positively balmy compared to most of the United States, especially the frozen Northeast. Also on the plus side, a lack of rain made for nice, tacky track conditions.

Team Suzuki Off-Road-backed Smith led Dean Matson, Brett Racine, Tallon Vohland, Carter Gurnee, Daniel Blair, Todd McMaster, Dustin Bloomfield, Kenny Lash and Robb Forsberg at the start of the first 125cc Pro moto. Gurnee laid his Yamaha over in the farthest corner of the track, returning to the battle near last place. Racine ran strong in third for a full lap before committing a bobble in the same corner that had stalled Gurnee, giving Vohland an offer he couldn't refuse: an open shot at the podium. Vohland made his move and took over third. Pro Circuit/Fox/Danny "Magoo" Racing-sponsored Racine diced with Vohland for a few turns before the Rinaldi Yamaha racer moved out of reach.

Ryan (who hadn't been seen earlier) was spotted at the back of the pack.

HONDA

SUZUKI

MMI Motorcycle Mechanics Institute

Supercross is back on MotoWorld as we bring you all the action in both the 125cc and the 250cc classes. All of the stars return for the 1998 season! See who is in shape. See who can still win. See who has switched to new teams. Plus, Arenacross racing, ice racing indoors, ice racing outdoors, desert racing, and the new US Off-Road Series. Also, Superbike, team previews and profiles of motorcycling's biggest names. All on MotoWorld!

The Supercross Series has begun and the action so far has been better than ever. The sleeping giant, Honda, has awakened with a vengeance, as Ezra Lusk appears ready and able to ride the red machine to more victories. However, Emig, McGrath, Ward, Albee and Henry will never give in easily. This month the Supercross Series finishes its western leg then swing towards the east. Watch racing history as it happens on the AMA Supercross Series.

Daytona, the name is rich with racing history and tradition. Daytona, the word conjures images of Rolex watches, high speeds, and class. This month, the word "Daytona" will become synonymous with Jerry Bernardo! MW2 Rev It Up goes to the Rolex 24 Hours of Daytona as Jerry rubs elbows with the biggest players in the racing pantheon! Plus, two World Grand Prix Road Racing Champions match speed on the race track once again as Wayne Rainey and Eddie Lawson go shifter-kart racing.

Then it's off to southern California for the San Diego Supercross. It's Jerry's first Supercross of the season. Will any of the riders remember him? Will anyone admit that they even know him? It's the San Diego Supercross past and present only on MW2 Rev It Up!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
2/1/98	12:30 AM	Tempe, AZ Supercross (R)
2/2/98	3:00 AM	MotoWorld (R)
2/2/98	3:00 PM	Tempe, AZ Supercross (R)
2/5/98	6:30 PM	MotoWorld
2/7/98	6:30 AM	MotoWorld (R)
2/7/98	12:00 PM	Seattle, WA Supercross
2/10/98	1:30 AM	Seattle, WA Supercross (R)
2/12/98	3:30 AM	MotoWorld (R)
2/12/98	3:00 PM	Seattle, WA Supercross (R)
2/12/98	6:30 PM	MotoWorld
2/13/98	4:00 AM	Seattle,WA Supercross (R)
2/13/98	6:30 PM	MW2 Rev It Up
2/13/98	7:30 PM	San Diego, CA Supercross
2/14/98	12:30 AM	San Diego, CA Supercross (R)
2/14/98	3:30 AM	MW2 Rev It Up (R)
2/14/98	3:30 PM	MotoWorld (R)
2/17/98	3:00 AM	MotoWorld (R)
2/18/98	3:00 PM	San Diego, CA Supercross (R)
2/19/98	6:30 PM	MotoWorld
2/20/98	6:30 PM	MW2 Rev It Up
2/20/98	7:30 PM	Indianapolis, IN Supercross
2/21/98	12:00 PM	Indianapolis, IN Supercross (R)
2/21/98	2:00 PM	MotoWorld (R)
2/23/98	3:00 AM	MotoWorld (R)
2/24/98	3:00 AM	MW2 Rev It Up (R)
2/24/98	3:00 PM	Indianapolis, IN Supercross (R)
2/25/98	12:30 AM	Indianapolis, IN Supercross (R)
2/26/98	6:30 PM	MotoWorld
2/27/98	8:00 PM	Atlanta, GA Supercross
2/28/98	12:30 PM	Atlanta, GA Supercross (R)
2/28/98	2:30 PM	MotoWorld (R)

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

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Rick Ryan (12) and Rodney Smith (31) battle during the 250cc Pro class at the second round of the CMC Golden State Nationals North, held at Sandhill Ranch. Smith won the 125cc Pro and Vet Pro classes while Ryan won the 250cc Pro and Over 25 Pro classes.

Ryan, always a front-runner, had a good explanation for cruising slowly in last.

"I raced earlier this morning in Turlock," Ryan said. "They only ran one long moto for the Pros, so as soon as I was finished I drove here to get in some more racing. I just rode enough (of this first 125cc moto) to see the track and get in a little practice for the second moto and the 250cc race coming up."

As the race progressed, Vohland set off after Smith and Matson. By midrace, Vohland had passed Matson for second and was looking for Smith. Vohland continued at a frantic pace, closing the gap to catch up with Smith as the racers circled the expansive track in just under three minutes per lap. Suddenly, Vohland was right behind Smith, but just as a pass seemed inevitable, Vohland appeared to stall out briefly, allowing Smith to squirt away temporarily.

The action also continued behind the leaders. Blair had a few difficulties and dropped a couple of positions, and Racine, sans goggles, was passed by Bloomfield. Racine recovered to eventually recapture fourth, and Blair found his form again and ran steadily to a seventh-place finish behind Gurnee.

In the final moments of the moto, Vohland finally overtook Smith to take the win. Smith was a close second, followed by Matson, Racine, Bloomfield and Gurnee.

Ryan holeshot the second 125cc Pro moto and then fought off Smith as they battled for the lead. Vohland ran third, with Matson fourth and Blair fifth. Ryan crested the hill and rode the edge as he tried to pull away from the rest. At this point, Ryan enjoyed a four-second lead. Vohland then made a picturesque pass on Smith and set off after Ryan in the lead. Matson continued to run strongly in fourth, ahead of Blair.

By midrace, Vohland had caught Ryan and tried several pass attempts. One attempted pass came up short and Vohland dropped several positions as a result. This gave Ryan a six-second lead over Smith, Matson, Vohland and a rapidly advancing Racine going into the final lap of the race.

The order remained steady through the last circuit, with Ryan scoring first in the moto. Smith was the overall winner with a pair of seconds. Matson was third in the moto, followed by Vohland and Racine.

The 125cc Juniors were a competitive group, led through the first turn by John Carilli as Todd Thompson, Evan Laughridge, Darin Polsley, Chad Wilson, Mike Newnham, Dan Ailes, Seth Martinelli and the rest of the 28 racers fought for position. Charging through the pack after a mediocre start was Eric Heagan, who has moved up to the 125cc Junior class after winning the 80cc Beginner-class championship at the 1997 Golden State Series. Charging just in front of Heagan was his friend Don Bainbridge, who crashed soon after.

"He (Bainbridge) was swapping around in some rough stuff and he high-sided - big-time," Heagan said.

Somehow, Heagan avoided a collision and motored on, and Bainbridge remounted but rode cautiously to the finish.

Carilli held the lead as the white flag flew, grabbing big air as he pressed the limits to stay ahead. Groups of fans on the hilltop cheered as intense racing was the rule all through the top 10. However, Carilli suddenly had Dan Polsley on his fender as they crested the hilltop for the final time. With less than a quarter of a lap to go, Polsley took the lead and raced away to the checkered flag. Laughridge seemed to sense opportunity and acted without hesitation as he dispatched Carilli to third place. Dan Ailes should have been required to have a co-pilot, as he parlayed huge airtime strategy into a fourth-place finish. Finishing fifth was Newnham, followed by Wilson, Thompson, Heagan, Mark Verhougstraete and Jay Catucci.

Polsley took the holeshot in the second 125cc Junior moto, with Laughridge hot in pursuit. Luciano Quintanilla, who finished 12th in the first moto, proved he could do better as he battled for third with Verhougstraete. Bainbridge, Wilson, Newnham, Thompson, Martinelli, Matt Barber and the rest gave chase.

Heagan gated poorly once again, but this time he acted quickly to pass an incredible 18 riders on the first lap. Quick action was essential, as only three laps were allotted due to time constraints, and Heagan made the most of it, beginning the second lap inside the top 10.

A slip by Bainbridge near the end of lap one cost him two places, as Newnham and Wilson moved by. All the top riders pulled away from the pack as the white flag flew - especially Polsley and Laughridge, who enjoyed an estimated 25-second lead over third-placed Quintanilla. Running strong was Verhougstraete in fourth as he battled with Ailes. Barber was next, followed by Heagan, Wilson, Bainbridge, Thompson and Newnham.

According to witnesses, Verhougstraete and Ailes were involved in a serious crash which other riders, including Heagan, narrowly avoided. And although there were some worry-filled moments, it turned out that no one was seriously injured. Other shakeups also occurred, resulting in a different look to the leaderboard as the racers approached the finish.

At the end, it was Polsley taking first place, which earned him second overall. Laughridge finished a close second to capture first place overall and the race series points lead in the class. Quintanilla notched third, good enough to earn seventh place overall. Heagan finished fourth, making him third overall for the day. Barber finished fifth in the moto for 12th overall. Fifth overall went to Wilson for his consistent 6-7 tally. CN

Sandhill Ranch
Brentwood, California
Results: January 25, 1998 (Round 2)

50 (4-6): 1. Richie Thomas (KTM); 2. Cody Lambott (Act); 3. Kristie Hunderman (KTM); 4. Michael Rindahl (KTM); 5. Jessica Lucas (Yam).
50 (7-8): 1. Matthew Spencer (KTM); 2. Dylan Nay (KTM); 3. Kevin Lucas (Act).
60 (0-8): 1. Matthew Spencer (Kaw); 2. Cody Hunderman (Kaw).
60 (9-11): 1. Kyle Parino (Kaw); 2. Zack Ham (Kaw); 3. Tony Lavezzo (Kaw); 4. Bryan Perry (Kaw); 5. Jeremy Hontou (Kaw).
80 B/W: 1. Tim Smith (Hon).
80 BEG: 1. Jason Wackerly (Yam); 2. Blake Kelly (Yam); 3. Sean Catucci (Hon); 4. Bobby Meyer (Kaw); 5. Chris Wackerly (Yam).
80 (7-11): 1. Charlie Morrison (Yam); 2. Vincent Blair (Hon); 3. Mark Hill (Suz).
80 (12-13): 1. Robert Harold (Yam); 2. Jimmy Nelson (Yam); 3. Michael Alarcon (Kaw).
80 (14-16): 1. Jon Replogle (Suz).
S/MINI: 1. Robert Harold (Yam); 2. Jimmy Nelson (Yam); 3. Michael Alarcon (Kaw); 4. Matt Hall (Yam); 5. Mark Hall (Suz).
125 JR: 1. Evan Laughridge (Suz); 2. Darin Polsley (Hon); 3. Eric Heagan (Suz); 4. Todd Thompson (Yam); 5. Chris Wilson (Yam).
125 BEG: 1. Toby Jorgensen (Suz); 2. Jeff Gryhike (Suz); 3. Rodrigo Quintonillo (Yam); 4. Andy Alford (Suz); 5. Jimmy Stewart (Hon).
125 INT: 1. Mike Young (Yam); 2. Carl Baker (Kaw); 3. Jesse Dawson (Kaw); 4. Jeremine Jervez (Yam); 5. Aaron Burns (KTM).
125 PRO: 1. Rodney Smith (Suz); 2. Tallon Vohland (Yam); 3. Dean Matson (Suz); 4. Brett Racine (Kaw); 5. Rick Ryan (Suz).
250 JR: 1. Steve Hlebo (Kaw); 2. Brian Tolize (Suz); 3. Scott DeRocco (Suz); 4. Ryan Wann (Suz); 5. Kenny Bell (Yam).
250 BEG: 1. Michael Morgan (Suz); 2. David Chick (Kaw); 3. Josia Galliett (Kaw); 4. Sam Spinelle (Hon); 5. Scott Pella (Hon).
250 INT: 1. Jeremy Israel; 2. C. Baker (Kaw); 3. Danny Barber (Hon); 4. Jesse Olson (Hon); 5. Mike Young (Yam).
250 PRO: 1. Rick Ryan (Suz); 2. Rodney Smith (Suz); 3. Tallon Vohland (Yam); 4. Brett Racine (Kaw); 5. Dean Matson (Suz).
500 AM: 1. Mike Hodges (Suz); 2. Aaron Mattson (Hon); 3. Russel Grozzi (Kaw).
500 PRO: 1. Seth Young (Hon); 2. Ben Shank (Hon); 3. Scott Hunter (Hon).
25+ AM: 1. Brian Tolize (Suz); 2. Richard Quinones (Suz); 3. Aaron Mattson (Yam); 4. Mike Segundo (Hon); 5. Phillip Segundo (Hon).
25+ MSTR: 1. Mike Hodges (Suz); 2. Danny Barber (Hon); 3. Jeff Malina (Kaw); 4. Ken Beebe (Yam); 5. Jim Dempsey (Hon).
25+ PRO: 1. Rick Ryan (Suz); 2. Kevin Cordua (Hon).
30+ BEG: 1. Gary Rose (Kaw); 2. Phil Haupt (Suz); 3. Mark Hontou (Hon); 4. Wayne Taylor (Hon); 5. Duane Shepherd (Hon).
30+ INT: 1. Mike Hodges (Suz).
30+ MSTR: 1. Jerry Brandt (Yam).
30+ PRO: 1. Rodney Smith (Suz); 2. Joey Schlag (Yam); 3. Shawn Frailing (Kaw); 4. Scott Hunter (Hon); 5. Rick Ryan (Suz).
40+ AM: 1. Dennis Wheeler (Hon); 2. Mark Hawking (Suz); 3. Doug Dennis (Yam).
40+ MSTR: 1. Kirk Smith (Yam); 2. Tim Alarcon (Kaw); 3. Mike Gorda (Hon).
50+: 1. Ernie Cabral (Suz); 2. Jim Arbogast (Hon); 3. Greg Young (Kaw).
WMN: 1. Nikki Frolich (Hon); 2. Nicole Hontou (Hon); 3. Jan Biscoglin (Suz); 4. Christen Cowan (Hon).
OTHG BEG: 1. Michael McMamamy (Hus).
OTHG INT: 1. Rob Dresser (Yam).
OTHG EX: 1. Craig Hamilton (Suz).

AMA Mid-South Winter Hare Scrambles Series, Round 7

Sampson rocks Rockford

By Paul Michels

ROCKFORD, AL, FEB. 1

Moose Off-Road-backed Mike Sampson and his TM came out on top of the first-ever AMA/Pirelli/Moose Mid-South Winter Hare Scramble and Southern Enduro Riders Association combined hare scrambles on a beautiful, warm, sunny day in southern Alabama.

Sampson laid claim to the holeshot but was soon passed by national enduro competitor Mike Monroe on his Acerbis-sponsored Gas Gas, on which he will be riding on the national enduro circuit this year. Blair Bersano, on his Stephens Sports Center Kawasaki, funneled into third, while Indiana's John Maschino, on his Great Daves-backed TM, held fourth. Beaver Creek Cycle's Rodney Judson held fifth on his Husaberg.

Hometown favorite Monroe, from nearby Birmingham, continued out front until halfway through the second lap, when he had a get-off and dropped back. Bersano was there to seize the moment and move into the lead. Sampson moved up to second as Maschino held third. Judson was fourth and another SERA rider, Dave Crain on his Kawasaki, moved up to fifth.

The order remained the same throughout the third of five laps on the 8-mile Rockford Men's Club course, except for the pass Sampson put on Bersano when he was held up by a lapper. Sampson held the lead through the fourth lap until right before the scoring tent, when he stopped for gas and Blair headed out on the fifth and final lap with the lead.

Bersano's lead was short-lived, however, as he tangled with a lapper and went down. Sampson passed Bersano and the race was on. The two Pro riders traded the lead several times during the final lap, but in the end Sampson pulled out the win with a scant few seconds between the two riders.

"It was a great race," Sampson said. "The weather was super and the course was near-perfect tractionwise, and the hosting clubs, SERA and the Rockford Men's Club, did a good job on the course, with a combination of tight woods and fast fire roads."

"Yeah, the course was great!" Bersano agreed. "I just had a little trouble with lapped riders today."

Maschino came in a respectable third, and consistency has paid off for him as he leads in overall points. Judson took fourth and Dave Crain was fifth.

In 250cc A action, Kawasaki-mounted Gary Hendricks led every lap except for the one that counted as Chris Hicks on his Sport Cycle KTM caught and passed Hendricks just before the checkers to take the win. Tri-County Cycle Yamaha-backed Vet A competitor Mike Cornett took top honors in the class, as well as fourth overall. Wade Perry of Perry's Kawasaki was just a few seconds back in second.

Harvey Whitaker on his Maxis Tires-backed KLX continued his dominance in the Open A class, while Glen Hollingshead on another Kawasaki stayed close for second. Eddy Taylor put his new Moto Plex-sponsored Yamaha YZ400F in the win column in Four-Stroke A action, while Billy Short stayed close on his Honda for second place.

Suzuki rider Ronnie Hackett made it two in a row as he outdistanced fellow Senior B competitor Leon Parker for the win. Orlando, Florida, resident Emmett Cox, on his Mid-South Moto Plex-sponsored Suzuki, made the trip pay off as he took first place in Super Senior action over John Giles aboard his new YZ400F. CN

AMA Mid-South Winter Hare Scrambles
Rockford, Alabama
Results: February 1, 1998 (Round 7)

AA/PRO: 1. Mike Sampson (TM); 2. Blair Bersano (Kaw); 3. John Maschino (TM); 4. Rodney Judson (Hbg) 5. Dave Crain (Kaw).

125 B: 1. Ian Sherwood (Yam); 2. Barry Brazier (Kaw); 3. Dustin Gibson (Yam); 4. Joel Byrom (Yam); 5. John Glaus (Kaw).

200 B: 1. Alan Westerfield (Kaw); 2. Carsten Cagle (Kaw); 3. David Ridgeway (Kaw); 4. Billy Young (Kaw); 5. Mike Kirby (Hon).

200 C: 1. Will Presson (Kaw); 2. Scott Simmons (Kaw); 3. Eddie Paseur (Kaw); 4. Derek Bratcher (Kaw); 5. Derrick Thiele (KTM).

220 A: 1. Clint Robinson (Kaw); 2. Taras Massey (Kaw); 3. Kevin Creekmur (Yam); 4. Matt Jouchim (Kaw); 5. Chad Belcher (KTM).

250 A: 1. Chris Hicks (KTM); 2. Gary Hendricks (Yam); 3. Steve Gordon (Kaw); 4. P.A. Allen (KTM); 5. David McWilliams (Hon).

250 B: 1. Brent Mercer (Yam); 2. Frank Davis (Kaw); 3. Rod Layonhurst (Hon); 4. William Cooper (KTM); 5. Allen Murphree (Kaw).

VET A: 1. Mike Cornett (Yam); 2. Wade Perry (Kaw); 3. Timmy O'Pool (Kaw); 4. Phillip Backen (Hon); 5. Mark Guy (Yam).

VET B: 1. Ricky Whitley (Kaw); 2. Mark Wood (Hon); 3. Ronald Skipper (Kaw); 4. Dean Grewe (KTM); 5. Larry Keown (Yam).

OPEN A: 1. Harvey Whitaker (Kaw); 2. Glen Hollingshead (Kaw); 3. Brian Hudson (Yam); 4. Peter Bordes (Kaw); 5. Zach Ivey (KTM).

OPEN B: 1. Jason Dickey (KTM); 2. Blake Couch (Yam); 3. David Davis (Kaw); 4. Marcus Powell (KTM); 5. Jeff Marcum (Hon).

OPEN C: 1. Trent Ashby (Suz); 2. Eric Rigby (Hon); 3. Clayton Currie (Hon); 4. James Hall (Hon); 5. Robert Cowles (KTM).

SR A: 1. Paul Michels (Hon); 2. Darryl Moody (Mai); 2. Fletcher Lambert (Hus); 4. Billy Hall (Hon); 5. Jerry Castleman (Kaw).

SR B: 1. Ronnie Hackett (Suz); 2. Leon Parker (Hon); 3. Jim Doerman (Hus); 4. Larry Knotts (KTM); 5. Doran Carroll (KTM).

S/SR: 1. Emmett Cox (Suz); 2. John Giles (Yam); 3. Mark Hudson (ATK); 4. Don Rye (Hon); 5. Chuck Rhoten (KTM).

4-STRK A: 1. Eddy Taylor (Yam); 2. William Short (Hon); 3. Rob Stephens (Hon); 4. Steven Thomas (Kaw); 5. Frank Anello (Kaw).

4-STRK B: 1. David Zanet (Kaw); 2. Billy Joe Profitt (Hon); 3. David Dougherty (Hon); 4. Mike Westerfield (Hon); 5. Robert Jacks (Hon).

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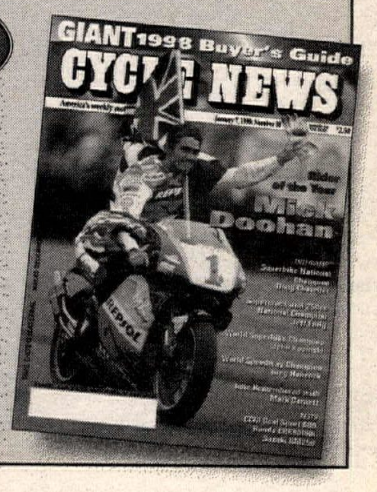


EVENTS

(Above) Andrew Yarnell won the Pee Wee Modified class during the opening round of the SRA Grand Prix season, held at Glen Helen Raceway in San Bernardino, California.
(Above right) Luke Wiitala (507) raced to the win in the Open B class at round one of the DTRA Championship Ice Racing Series, held in Centerville, Minnesota.
(Right) Oli Thordarson won the Masters class at the SCTA/ATA Trial held in Romoland, California.

Wiitala wins Waterworks Ice Race

By Tim McBride

CENTERVILLE, MN, JAN. 18

Eighteen-year-old Luke Wiitala sped to an impressive win over his much older counterparts in the Open B class during the opening round of the DTRA Championship Ice Racing Series. The venue was hosted by the Waterworks Beachclub Lounge, located on Centerville Lake.

During the summertime, the mild-mannered native of Duluth, Minnesota, is a top-ranked A rider on the District 23 Motocross circuit.

The 500cc Kawasaki-mounted Wiitala sat on the pole by winning the preceding Open B heat race. The only rider able keep him in sight was Larson's Cycle Racing-backed John Larson aboard his near-nuclear-powered 600cc CCM C27. Lake Martha's Joe Tromberg, Jeff Berg and Jerry Lindvall rounded out the top five.

The main event got off to a rocky start. As Wiitala bolted to the front of the pack, Larson tangled with Tromberg and Berg in turn one and was immediately thrown from his mount, prompting the red flag. Tromberg and Berg made the restart, but Larson was forced to sit out due to a broken throttle cable. With Larson temporarily out of contention, Wiitala powered into the lead and was never seriously challenged, scoring the win. Berg and Dan Zitur (who crashed during the heat race) argued over second for the remainder of the race, with Berg eventually gaining the upper hand. Tromberg, Lindvall, Nathan Slater and Lloyd Turner rounded out the field.

As impressive as Wiitala's victory was, a post-race chat revealed that his competition will indeed have their work cut out for them at the next round.

"The track was excellent," Wiitala recalled. "I thought I was riding pretty good, but I think I could have been running it into the corners a little harder."

Larson made the appropriate repairs in time to line up for the Over 30 final, where he carded a wire-to-wire victory ahead of a hard-charging Berg. At a slight distance behind the front-runners, Lindvall slid by Zitur with two laps remaining to garner third-place honors. Tromberg, 250cc B race winner Gary Goeden, and Nathan Slater finished fifth through seventh, respectively.

Results

MINI: 1. Mike Malachensen; 2. John Kaunzner.
80: 1. Shawn Burr; 2. Travis Henrichs; 3. Kelcie Young.
125: 1. Brad Banquist; 2. Steve Schober; 3. Mike Krause.
250 NOV: 1. Richard Wiitala; 2. Steve Schober; 3. Chad Clark; 4. Doug Bohn; 5. Tim McBride.
250 B: 1. Gary Goeden; 2. Lloyd Turner; 3. Don Bettis.
OPEN NOV: 1. Doug Bohn; 2. Richard Wiitala; 3. Steve Schober; 4. Chad Clark; 5. Mike Kaunzen.
OPEN B: 1. Luke Wiitala; 2. Jeff Berg; 3. Dan Zitur; 4. Joe Tromberg; 5. Jerry Lindvall.
OPEN C: 1. Steve Schober; 2. Doug Deering; 3. Mike Kraus.
30+: 1. John Larson; 2. Jeff Berg; 3. Jerry Lindvall; 4. Dan Zitur; 5. Joe Tromberg.
SR: 1. Doug Deering; 2. Lloyd Turner; 3. Don Bettis; 4. Mike Ledin; 5. Tim McBride.

Lewis on the gas at SRA Grand Prix opener

By Robert Van Damme

SAN BERNARDINO, CA, JAN. 18

Jimmy Lewis won the Vet Expert class at the opening round of the SRA Grand Prix season, held at Glen Helen Raceway.

Bragging and bench-racing go hand in hand, but it is not wise to brag when motocross friends get together, especially at the beginning of a new season. Take, for instance, the example of 1997 Southland Racing Association Vet champion Dave Donatoni, who invited some friends over for pizza a couple of days before the SRA Grand Prix at Glen Helen Raceway. Donatoni told his friends about how he was in front at almost all the races last year. Donatoni then suggested that his friend Lewis come out and participate. A mistake, indeed.

Lewis decided to race-test a prototype Gas Gas 250 motocrosser and, with some slight adjustments, Lewis went out and pulled the holeshot in the 45-minute Grand Prix. During the first lap, things sorted out behind Lewis, with second belonging to Donatoni, who was followed by John Whitaker, Gordon Keller, Brian Fountain, Craig Adams, Fred Conover and Ron Clement.

Whitaker passed Donatoni as they made their way onto the vintage course, and Conover and Clement, in a two-man train, passed Adams and then Fountain as they came toward the tower. Doug Yarnell moved into contention by getting around Adams at the switchback turns.

By the third lap on the 4-mile course, Lewis already had a 15-second lead on the battle for second between Whitaker and Donatoni. Clement got by Conover for the fifth spot, and Adams moved past Fountain into seventh. Whitaker, having an inspiring ride, opened up a five-second advantage over Donatoni by lap five. Conover slipped back a few spots, and would later admit to a little arm pump. Tony Strangio then moved by both Fountain and Yarnell to take over seventh.

Whitaker's cushion over Donatoni was short-lived, as only four bike lengths separated them on lap six. Meanwhile, Strangio went by a tiring Clement, while Adams caught and passed Keller around the sweeper turn in the canyon. Then Yarnell put on a charge and went by Strangio, Keller and Adams within two laps. Conover was also catching his second wind and charged back toward the front.

Donatoni was finally able to get by Whitaker by the log jump: Donatoni got underneath Whitaker as the latter was held up by a lapper. Lewis took the win, followed by Donatoni and Whitaker. Conover worked his way back to fourth by getting around Yarnell a couple of turns before the finish line.

Results

P/W MOD: 1. Andrew Yarnell (Kaw); 2. Joey Johnson (KTM); 3. Frank Aguirre (KTM).
P/W STK: 1. Sean Renshaw (Yam); 2. Chad Smith (Yam); 3. Lacey Wootton (Yam).
80 BEG: 1. Brandon Woods (Hon); 2. Brad Goolsby (Hon); 3. Peter Wright III (Suz).
80 NOV: 1. Jason Jeffery (Yam); 2. Kevin Hunter (Yam); 3. Jared Minor (Hon).
200 BEG: 1. Jeremy Mead (Kaw); 2. Joshua Borden (Mai); 3. Nils Berge (Hon).
200 NOV: 1. Bradley Huth (Yam); 2. Oscar San Vincente (KTM); 3. Marty Silver (Yam).
200 AM: 1. Beau Baron (Yam); 2. Chad Erl (Suz); 3. Joe Mathis (Kaw).
250 BEG: 1. Jeff Wolfe (Hus); 2. Steve Davis (Yam); 3. Kailen Bahken (Yam).
250 NOV: 1. Chuck Dempsey (Kaw); 2. Chad Walton (Hon); 3. Brian Hafliger (Kaw).
250 AM: 1. Chris Ladeley (Yam).
250 EX: 1. Dave Donatoni (Hon); 2. Mike Ulrich (Hon); 3. Chris Ridgeway (Yam).
VET BEG: 1. Jeff Theis (Yam); 2. Dan Austin (Hon); 3. Tom Leone (Hon).
VET NOV: 1. Bryan Staham (Suz); 2. David Barnes (Hon); 3. Mark VanderDussen (Kaw).
VET AM: 1. Todd Broussard (Kaw); 2. Alex Zapata (Yam); 3. Troy Lee (Kaw).
VET EX: 1. Jimmy Lewis (G-G); 2. Dave Donatoni (Hon); 3. John Whitaker (Yam); 4. Fred Conover (Kaw); 5. Doug Yarnell (Yam).
4-STRK: 1. Johnny Campbell (Hon); 2. Jimmy Lewis (Yam); 3. Shane Reed (Hon).
SR BEG: 1. Donnie Quanstrom (Hon); 2. Dave Lowenstein (Kaw); 3. George Duran (Hon).
SR NOV: 1. Frank Schioppi (Hon); 2. Scott Child (KTM); 3. Pete Smith (Hon).
SR AM: 1. Jon Whitcomb (Hon); 2. Bob Baron (Hon); 3. Mark Hall (Yam).
SR EX: 1. Bob Maxwell (Yam); 2. Doug Heil (Kaw); 3. Steve Dalton (Yam).
S/SR: 1. Steve Bussell (Hon); 2. Dennis Patterson (Kaw); 3. Norm Grainger (Kaw).
WMN: 1. Faye Campbell (Hon); 2. Heather McMann (Suz).
OPEN: 1. Greg Cook (Hon); 2. Johnny Campbell (Hon); 3. Brent Uhlar (Hon).
TEAM RACE: 1. D. Donatoni/J. Lewis (Hon/G-G); 2. J. Campbell/J. Campbell (Hon); 3. D. Jacobus/B. Wootton (Hon); 4. D. Ondas/G. Keller (Kaw); 5. B. Maxwell/C. Blough (Yam).

Thordarson masters SCTA/ATA Trial

By Bill Markham

ROMOLAND, CA, JAN. 11

Oli Thordarson and Jim Collins battled it out in the Masters class, with Thordarson taking the win at the third round of the SCTA/ATA Trials Series. Although a week of rain threatened this event, the sun came shining through in time for a great day of trails.

The Masters class saw teeth-clenching competition between Thordarson and Collins. After the first loop, Thordarson had a huge lead, with 11 points to Collins' 21 points. But Collins got hopping mad in the second loop, coming through with 14 points to Thordarson's 21. Thordarson was able to hammer it down and win with a total of 40 point to Collins' 44.

Section 10 was tough for the Sportsman- and Advanced-class riders alike. The Sportsman riders entered over a small rock, made a sharp left turn, a tight 90-degree turn, then another sharp left turn while dabbing on through more rocks and finally out the exit, leaving a few road apples along the way! The Advanced riders limped out with plenty of fives as they entered over a 3-foot rock (which most of them made), but then came the big whopper - a 5-foot boulder that ate most of these riders alive. The best ride was Advanced-class rider George Smith's two-dabber. Smith (no, not the one who rode for the factory Honda trial team back in the late '60s, but his son) was down by two points after the second loop, behind Ken Melody but, with a 10-point third loop to Melody's 15, Smith rode away with the win.

Another up-and-coming rider is Kevin Geyer. It was Geyer's first trial, and he hopped right into the Intermediate B class to barely take first place from Adam Bush by one point. But this isn't a sport just for men. Lisa Drechsler is a Novice-class rider who began competing this season, and she ranks second in her class.

Many riders in the Novice class got some big numbers at section six. The section began between some rocks with a left, uphill turn on a loose-dirt bank, which is where all the trouble (and bad words) began! Those who made it continued uphill, keeping a smooth throttle and wiping their brows when they got to the exit. Overall, the trial had a good turnout and everyone enjoyed the event.

Results

NOV A: 1. Art Hall (Fan); 2. Ron Lawson (Hon); 3. Joe Kosch (G-G); 4. Don Williams (Hon); 5. Lisa Drechsler (Bet).

NOV B: 1. Robert Pinnell (Hon); 2. Jack Dalke (Hon); 3. Michael Nieman (Bet); 4. Jason Sides (Fan).

INT A: 1. John Bourdeau (Yam); 2. Jim Rogers (G-G); 3. Bill Hannon (Fan); 4. Alan Malmquist (Bet); 5. Paul DeArmond (Bet).

INT B: 1. Kevin Geyer (Yam); 2. Adam Bush (Yam); 3. Mark Granberg (Bet); 4. Jim Smith (Bet); 5. Rick Cavataio (G-G).

EX: 1. Jared Malmquist (Bet).

MSTR: 1. Oli Thordarson (Mon); 2. Jim Collins (G-G); 3. Rick Jenkins (Bet); 4. Robert Madden (Bet).

ADV A: 1. George Smith (Mon); 2. Ken Melody (G-G); 3. Clive Harmon (Fan).

ADV B: 1. Kevin Reynolds (Mon); 2. Charlie Rowlett (Bet); 3. Dennis Thompson (G-G).

SPTSMN A: 1. Mark Hogan (Fan); 2. Steve Beck (Yam); 3. Rich Zinsmann (Fan); 4. Wolfgang (Fan); 5. Dale Baker (Yam).

SPTSMN B: 1. Craig Smith (Bul); 2. Scott Wexman (Bet); 3. Gerald Biggers (Bet); 4. Bruce Bruggeman (Bet); 5. Neil Novack (G-G).

SPTSMN C: 1. Doug Fulton (Bet); Joe Goodson (G-G).

Consistent Clark collects CRC Motorcross win

By Greg Robertson

PALMDALE, CA, JAN. 25

Consistency paid off for Suzuki pilot Jason Clark as he collected the 125cc Novice-class overall win without winning either moto during California Racing Club's Sunday motocross at Los Angeles County Raceway.

Opening-round action saw Donnie Durrer grab the early lead over Colin Morrison, Dusty Nabor and Clark. Durrer's reign lasted a little more than a lap before he went down in the sand and dropped back to ninth place. Morrison inherited the lead, with Clark getting around Nabor to run second. Deuce Rutledge and Tim Weigard were climbing up from midpack starts to run fourth and fifth, respectively. Morrison ended up setting the fastest pace for the entire first moto to get the win over Clark. Nabor crossed the finish for third, ahead of Weigard. Durrer sliced his way back up to fifth, and he might have bettered that position if time hadn't run out.

Durrer returned with a vengeance to go wire to wire for the second-moto win on his Bell/Thor/White Brothers-backed YZ125. Clark gated in second place and held that position throughout the moto to earn overall honors with his consistent 2-2 rides. First-moto winner Morrison could only manage a fifth in round two, but still earned the third-place trophy for his efforts. Weigard (4-3) and Nabor (3-4) rounded out the top five in the standings.

Blake Robertson was the dominant force in the 60cc Beginner first moto, as he nailed the holeshot and slowly pulled away for the uncontested win on his KX60. Tanner Alexander made his way around Derreck Murphy after a lap to finish second.

Robertson resumed his lead on the opening lap of the second moto, but Langham found the necessary speed to take charge by lap two. Langham ran out front for most of the moto, with Robertson finally able to retake the lead in the final stages to sew up the overall with his 1-1 score. Third went to Murphy, with Timmy Ritzler and David Medina finishing fourth and fifth, respectively.

Results

P/W BEG: 1. Jake Lacey (Act); 2. Christopher Deeds (KTM).

P/W YAM (4-6): 1. Shawn Rhinehart (Yam); 2. Michael Stewart (Yam).

P/W YAM (7-9): 1. Cole Summerford (Yam).

S/STK (4-6): 1. Cole Pugmire (Lem).

S/STK (7-9): 1. Nicholas Evans (KTM); 2. Preston Lundin (KTM); 3. David Medina (Act); 4. Taylor Lacey (Act).

P/W B/TRK: 1. Shawn Butler (Cob); 2. Nicholas Evans (KTM); 3. Prestin Lundin (KTM); 4. Brandon Doll (KTM).

60 BEG: 1. Blake Robertson (Kaw); 2. Tanner Langham (Kaw); 3. Derreck Murphy (Kaw); 4. Timmy Ritzler (Kaw); 5. David Medina (Kaw).

60 (4-8): 1. Kyle Jenkins (Kaw); 2. Trent Pugmire (Kaw).

60 (9-11): 1. Robert Memoli (Kaw).

80 BEG: 1. Kevin Williams (Yam); 2. Robert Memoli (Hon); 3. Ryan Happy (Kaw); 4. Randall Hall (Kaw); 5. Ryan Riess (Hon).

80 (7-11): 1. Dave Carter (Kaw); 2. Kyle Foltz (Kaw); 3. Chris Cordos (Suz).

80 (13-13): 1. Anthony Barbacovi (Yam); 2. Brian Melsheimer (Yam); 3. Mike Epstein (Hon); 4. Nathan Pamintuan (Hon).

80 (14-16): 1. Jared Williams (Kaw); 2. Sam Scanlon (Hon); 3. Miles Buck (Suz).

125 BEG: 1. Billy Dillemberger (Hon); 2. Patrick Brown (Suz); 3. Jeff Verseput (Yam); 4. Zach Zamrzla (Kaw); 5. Andrew Cordos (Kaw).

125 NOV: 1. Jason Clark (Suz); 2. Donnie Durrer (Yam); 3. Colin Morrison (Yam); 4. Tim Weigard (Hon); 5. Dusty Nabor (Yam).

125 INT: 1. Jeff Eide (Hon); 2. Rafael Means (Yam).

125 PRO: 1. Jimmy Lavorci (Suz); 2. Colin Couto (Yam).

250 BEG: 1. Brian Horton (Yam).

250 NOV: 1. Dusty Nabor (Yam); 2. Tyler Buck (Suz); 3. Chris Reed (Kaw).

250 INT: 1. Nick Mairose (KTM); 2. Robbie Dunham (Yam); 3. Rafael Means (Kaw).

500 NOV: 1. Tyson Tittlemier (Hon); 2. Norm Schiel (Hon).

JR VET BEG: 1. Shy Moshe (Kaw); 2. Brian Horton (Yam); 3. Ofer Cohen (Hon).

JR VET NOV: 1. Gabi Abayou (Hon); 2. Danny Battaglia (Yam); 3. Bob Gorman (Yam).

JR VET INT: 1. Brad Pietro (Suz).

VET BEG: 1. Sean Ireland (Hon).

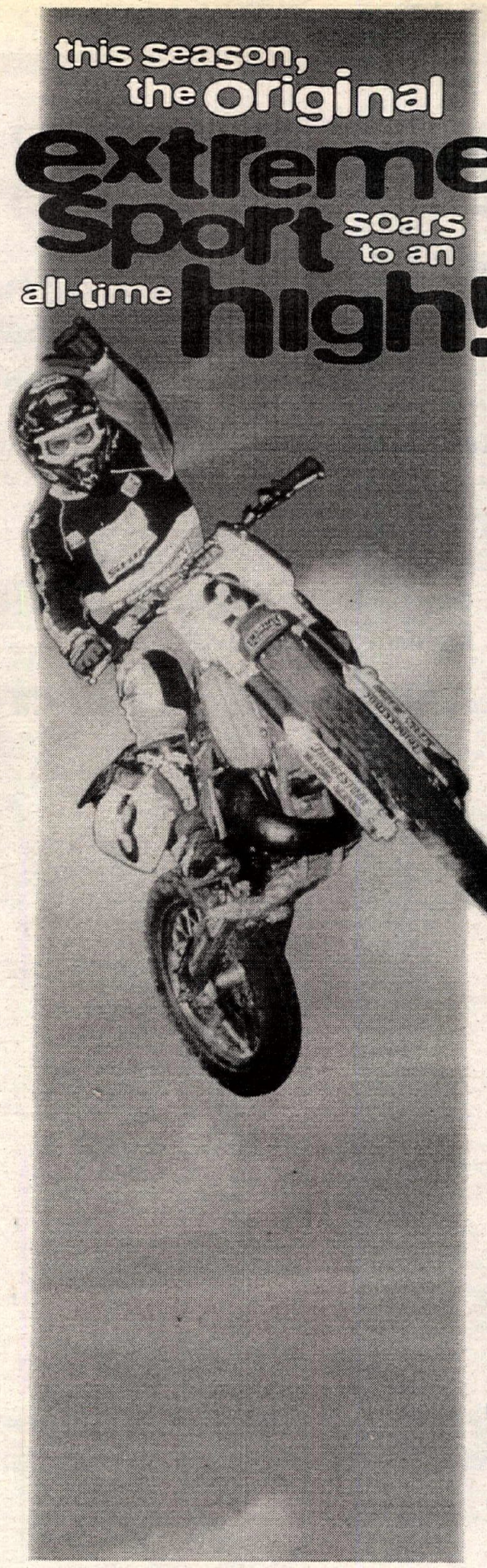
VET NOV: 1. Mark Fields (Yam); 2. Jack Kell (Hon).

VET INT: 1. C.T. Watanabe (Hon); 2. Karl Allen (Hon).

VET EX-PRO: 1. Frank Costanzo (Hon); 2. Leo Saul (Yam).

SR BEG-NOV: 1. Nathan Kidder (Kaw); 2. Larry Hipp (Hon); 3. Michael Burnett (Suz).

SR INT-EX: 1. Edwardo Flippo (Hon); 2. Karl Allen (Hon); 3. Norm Schiel (Hon); 4. Randy Tittlemier (Hon).



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O/T AM: 1. Don Meiner (Hon); 2. Ken Beach (Hon); 3. Richard Bealer (Yam); 4. Dennis Rosenberg; 5. Hank Owen (Hon).

O/T EX: 1. Mark Neal (KTM); 2. Bob Dunham (Yam); 3. George Lazenby (Kaw); 4. Robert Fiesler (Kaw); 5. Walter Miles (Hon).

O/T MSTR A: 1. Karl Allen (Hon); 2. Edwardo Flippo (Hon); 3. Steve Clark (Yam).

O/T MSTR B: 1. Mike Chesbro (Hon); 2. Frank Mathews (Hon); 3. Norm Schiel (Hon); 4. Gary Willison (Kaw); 5. Jack Kell (Hon).

Hess and Cunningham battle at Tri-State Hare Scrambles

By Greg Quador

BLOUNTVILLE, TN, JAN. 18

Kawasaki-mounted Brian Hess sped to the overall win at round four of the Tri-State Hare Scrambles Series, held at Interstate Racepark. Rain the entire week before race day had the Victory Sports race crew working overtime to get the track into great shape.

With the drop of the green flag, Kingsport/KTM/Pro Action-backed Doby Leonard shot into the first turn, only to go down with a host of riders. This gave Yamaha rider Gerald Greene the open door to lead the pack around the mountainous and very greasy terrain. No stranger to the series, Terry Cunningham on his new Gas Gas followed in hot pursuit.

On lap two, Greene fell off what was becoming a very fast pace. Hess then put his Mark IV/Valley Kawasaki/Neeley Racing-sponsored KX250 into the lead and began setting a pace that only Cunningham could match. Meanwhile, Leonard had remounted after his first-turn crash and was slicing through the pack, attempting to get within striking distance of the leaders. Hess and Cunningham were maneuvering through the lapped riders, keeping each other in sight, each hoping the other would make a mistake on which they could capitalize.

By midway, Lester Partlow had moved his Kawasaki into fourth overall and Green, who had slipped to fifth, was having problems getting by slower riders in some of the tighter sections. Next in line was Over 35 rider Jimmy Pratt, pushing his Kawasaki to the limit to stay ahead of Honda four-stroke rider Ty Shipley, who was making it look easy on the slick hillsides.

Back in the scoring area, spectators were watching closely as time was running out, wondering who would emerge in the clearing below as the leader. Would it still be Hess, who had been steady on lap times since taking the lead on lap two, or Cunningham, who was waiting until the last lap to make his charge to the front?

Both Hess and Cunningham upped the pace on the next-to-the-last lap and were only seconds apart coming through scoring for the last lap. After two hours of racing, Hess crossed the finish line just seconds ahead of Cunningham. The last lap proved to be both of the riders' fastest lap times, with the third-place rider, Leonard, a full 30 seconds behind.

Results

O/A: 1. Brian Hess (Kaw); 2. Terry Cunningham (G-G); 3. Doby Leonard (KTM).

PRO: 1. Brian Hess (Kaw); 2. Terry Cunningham (G-G); 3. Doby Leonard (KTM); 4. Lester Partlow (Kaw); 5. Gerald Green (Yam).

4-STRK: 1. Ty Shipley (Hon); 2. John Scott (Hon); 3. Jon Boruff (Hus); 4. Luke Greenwood (Kaw); 5. Chad McCoury (Hon).

0-240cc: 1. Bobby Ousley (Kaw); 2. Dwayne Leonard (Yam); 3. Wesley Miller (KTM); 4. Rusty Epperson (Suz); 5. Matt Cox (Yam).

240 BEG: 1. Adam Delph (Hon); 2. Jason Vanhoy (Kaw); 3. Rick Woods (Yam); 4. Guy Stump (Kaw); 5. Mannie Blair (Kaw).

250 BEG: 1. Chester Barber (Yam); 2. Matt Brewer (Yam); 3. Richard Henry (Hon); 4. Todd Thomas (Suz); 5. Jason Lawson (Hon).

250: 1. Robbie Horton (KTM); 2. Mark Lewis (Yam); 3. Gary Carrier (Yam); 4. Duane Cullen (Yam); 5. Mark Lewis (Yam).

OPEN: 1. David Wolfe (KTM); 2. Randy Greene; 3. Dan Falger (Hon); 4. Tim Prechtl (KTM); 5. Shawn Eldreth (Hon).

25+: 1. Heath Salyer (Kaw); 2. Dale Brown (KTM); 3. Johnny Coggins (Yam); 4. Scott Dillon (Hon); 5. Hugh Cannalla (Hon).

25+ NOV: 1. Steven Walker (KTM); 2. Jeff Booher (Kaw); 3. Hugh Cannalla (Hon); 4. Tim Dickerson (Suz); 5. Dennis Cross (Yam).

30+: 1. Mike Bradshaw (Kaw); 2. Randy White (Yam); 3. Rickey McReynolds (Hon); 4. Wesley Bright (Suz).

30+ NOV: 1. John Warwick (Hon); 2. Jamie McCoy (KTM); 3. Steve Mason (Suz); 4. Billy Miller (Kaw); 5. Ned Guinn (Hon).

35+: 1. Jimmy Pratt (Kaw); 2. Poonere Powell (Kaw); 3. Butch Cooper (Hon); 4. Charlie Johnson (Yam); 5. Michael Hornbeck (Hon).

35+ NOV: 1. Mike Day (Hon); 2. Sonny Heath (Suz); 3. Jeff Hensley; 4. Steve Sidham (Hon).

40+: 1. Darrell Harley (Hon); 2. Gil Griggs (Kaw); 3. Benny Thompson (Yam); 4. Gary Surcey (Suz); 5. Greg Stallard (ATK).

40+ NOV: 1. Rocky Peterson (KTM); 2. Randy Freeman (KTM); 3. Peanut Narnett (Kaw); 4. George Galloway (Hon); 5. David Hopson (Kaw).

48+: 1. Tom Sisson (Hon); 2. Ron Hale (Suz).

55+: 1. George Yount (Yam); 2. Earl Richards; 3. Fred Hammonds (KTM); 4. Ted Shortridge (Kaw).

VINT: 1. Jamie Smith; 2. Brian Curtis; 3. Andy Hall; 4. Rob Mills.

Amendola takes OTHG MX opener

By Chris Sanchirico

LANCASTER, CA, JAN. 24

Mark Amendola proved that "once you learn how to ride a bike, you never forget" and surprised even himself by going 2-1 for the overall victory in the Novice ranks at an Over The Hill Gang Motocross held at Los Angeles County Raceway. More than 170 members of the Over The Hill Gang showed up to roost in the New Year.

Long Beach Motorsports-backed Mark Jones pulled off the first holeshot of 1998, with a sweet two-bike-length lead into the first turn, with the 27 remaining Novice riders in hot pursuit. Rocky Hash, Doug Mohr and Meliton Moore were dicing it out for the second through fourth spots, with Amendola in fifth on lap one. The 20-minute motos played a big part in the class, as Amendola was able to charge from fifth to second. Up front, Hash was all over Jones and made the pass to take the lead. Jones would eventually fade back to sixth. The man on the move was Cliff Jennings aboard his Pro Valve-backed YZ250. Jennings started outside the top 10 and put on a whoop-section clinic as he passed riders in bunches through the whoops. Jennings eventually worked his way up to the final podium position. Meanwhile, out in front, Hash was all business, taking the moto win as Amendola ran out of time and finished second.

In moto two, it looked like Hash was going to run away with it as he grabbed the holeshot, but Amendola nailed a second-place start and was right on Hash's rear wheel. The two immediately broke away from the pack. Amendola worked his way past in the whoop section, but Hash quickly retaliated. Amendola kept the pressure up and soon reclaimed the lead for good. Hash was in a very comfortable second at the checkers. Dan Leahy put in an excellent ride, working his way from the back to take third. Again, Jennings was the man on the move, coming from way back in the field to finish fourth, which gave him third overall on the day. Amendola's victory over Hash in the second moto gave him the nod on the points and the overall victory.

Results

BEG: 1. Dean Pollack; 2. Tim Farley; 3. Kirby Smith; 4. Mike Rawson; 5. Steve Latham.

NOV: 1. Mark Amendola; 2. Rocky Hash; 3. Cliff Jennings; 4. Dan Leahy; 5. Mark Jones.

INT: 1. Joey Vzarek; 2. Michael Marvin; 3. Dave Rodriguez; 4. B.J. Lehn; 5. Tom Sarac.

EX: 1. Rod Robertson; 2. Chuck Bennet; 3. Charlie Gilmore; 4. Rick Johnson; 5. David Fajardo.

38+ BEG: 1. Steve Evans; 2. Jim Clouse; 3. Jeff Petron; 4. Dennis Rosenberg; 5. Michael Mattal.

38+ NOV: 1. Dave Shelton; 2. Gary Juola; 3. Jim Pierce; 4. Seth Curran; 5. Bob Breach.

38+ INT: 1. Doug Moore; 2. Marty Westerman; 3. Jon Lynberg; 4. Steve Gilmore; 5. Mark Christman.

38+ EX: 1. Tim McArdle; 2. Rick Purcell; 3. James Coppedge; 4. Gary Scheidler; 5. E. Kopasz.

PRO: 1. Tim Telford; 2. Jam Hann; 3. Craig Hofmeister; 4. Mi Sirota; 5. Mark Johnson.

Smith nails Hardrock MX wins

By Kyle Myers

OCALA, FL, JAN. 24-25

KTM-mounted Kelly Smith was the big-money winner at the Winter Classic Tri-moto race held at the Hardrock Cycle Park. Smith won both the 125cc A and 250cc A divisions to take home the lion's share of the $1000-plus-100-percent-payback purse for the three motos.

In the first 250cc A race, Swedish rider Tom Johansson led the field into turn one, with Keith Johnson, Jason Fink, Chad Kresge and Smith following. Johnson quickly passed Johansson on the opening circuit as Kresge and Smith moved by Fink. Smith then slipped by Kresge and Johansson to run in second, only to find that Johnson had added to his lead. Team Green-backed Johnson held on for the win over Smith, Johansson, Kresge and Jeff Curry, who started outside the top 10.

Johnson rocketed out of the gate to start moto two, with Smith, Jarrett Tipping, Johansson and Kresge in tow. Johnson made good use of a clear track and opened up as Tipping pressured Johansson for third. Just as it looked as though Johnson would run away with the moto win, bike problems halted his progress and caused him to DNF the race. This gave Smith a huge lead over Tipping. Smith scored the win, with Tipping, Johansson, Kresge and Ronnie Renner rounding out the top five places.

In the third and final moto, Johnson fixed his machine and picked up where he left off - out front. Tipping, Kresge, Justin Guthrie and Renner gave chase. Smith and Johansson were left in the first turn, trying to untangle their bikes after

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a crash. Renner motored by Guthrie on lap one as Kresge looked for a way around Tipping. Tipping soon bobbled as Kresge and Renner slipped by. Johnson pulled away to score the easy win, ahead of Kresge, Renner, Tipping and Curry. Smith worked his way to sixth at the end of the 10-lap moto to claim the overall victory with a 2-1-6 tally.

In the 125cc A class, Smith grabbed the holeshot and never looked back as he won the opening moto over Randy Valade and Johnson. Race two saw Johnson score the win over Smith and F&S pilot Curry. In the third and final moto Smith and Johnson battled for the point position with Smith holding on for the win and overall victory. Johnson and Valade rounded out the top three.

Team Suzuki-backed Davi Millsaps and Team Green pilot Kyle Chisholm squared off in the 60 and 80cc (7-11) divisions. Millsaps won all six motos on this weekend over Chisholm to score the double class wins. Chisholm finished in the runner-up spot in all six motos, ahead of Chris Haack in the 60cc class and Matt Boni in the 80cc class.

Results

P/W (4-6): 1. Benoit Karel (Act); 2. Mike McArthur (Cob).

P/W (7-8): 1. Kyle Keylon (Cob); 2. Garrett Church (Cob); 3. Jana McArthur (Act); 4. Roger Williams (Cob); 5. T.J. Rhonell (Cob).

60 (3-11): 1. Davi Millsaps (Kaw); 2. Kyle Chisholm (Kaw); 3. Chris Haack (Kaw); 4. Kaven Benoit (Kaw); 5. Jon Camp (Kaw).

80 (7-11): 1. Davi Millsaps (Suz); 2. Kyle Chisholm (Kaw); 3. Matt Boni (Kaw); 4. Chris Haack (Kaw); 5. Jon Camp (Suz).

80 (12-15): 1. Shawn Mayo (Kaw); 2. Ryan Luke (Kaw).

125 JR: 1. Matt Johnson (Yam); 2. Ronnie Monk (Yam); 3. Chad Mis (Kaw).

16-24: 1. Jason Fink (Kaw); 2. Cliff Cook (Suz); 3. Fernando Macia (Yam); 4. Joe Yock (Kaw); 5. Mike Ivanko (Kaw).

125 A: 1. Kelly Smith (KTM); 2. Keith Johnson (Kaw); 3. Randy Valade (Kaw); 4. Jarrett Tipping (Suz); 5. Ronnie Renner (KTM).

125 B: 1. Matt Johnson (Yam); 2. Kyle Myers (Suz); 3. Henrik Nilsson (Suz); 4. Mike Ivanko (Kaw); 5. Pat Netty (Kaw).

125 C: 1. Tim Gunter (Kaw); 2. Shaun Hester (Hon); 3. Scott Mitchell (Kaw); 4. Danny Sadler (Suz); 5. Doug Wright (Yam).

250 A: 1. Kelly Smith (KTM); 2. Chad Kresge (Suz); 3. Jarrett Tipping (Suz); 4. Tom Johansson (Suz); 5. Ronnie Renner (KTM).

250 B: 1. Josh Dohn (Suz); 2. Rob Stiers (Suz); 3. Fernando Macia (Yam).

250 C: 1. Matt Myers (Kaw); 2. Danny Sadler (Suz); 3. Steve Richberg (Hon); 4. Travis Irwin (Kaw); 5. Don LeMastus (Kaw).

25+: 1. Billy Wood (Yam); 2. Aaron Apostol (Yam); 3. Josh Dohn (Suz); 4. Robert Armstrong (Yam); 5. Travis Moffitt (Hon).

30+ A: 1. Billy Wood (Yam); 2. Pat Barton (Suz); 3. Steve Dye (Yam); 4. Terry Johns (Hon); 5. Joe Stern (Yam).

30+ B: 1. Dave Bowman (Suz); 2. Tom Fogg (Yam); 3. Gary Buecker (Kaw); 4. C. Dave Curry (Suz); 5. Clay Keeler (Kaw).

40+: 1. Dave Bowman (Suz); 2. Robert Armstrong (Yam); 3. Gary Emerson (Kaw); 4. Steve Daniels (Hon); 5. David Redmond (Hon).

50+: 1. Tom Fogg (Yam); 2. Lou Whitney (Hon).

WMN: 1. Angie Keuntjes (Yam); 2. Tracy Hebron (Yam); 3. Gayle Mahoney (Kaw).

Reed manhandles Marion Motocross

By Rupert X. Pellett

MARION, OH, JAN. 16-18

Simply amazing was Chuck Reed's performance at the Marion Indoor Motocross coliseum races, where the Fast Cycles-sponsored "Farmboy" won the main events in the 125 and 250cc Pro classes on all three days.

During Friday night's action, Reed fought off the advances of Honda-mounted Scott Kuchler and the Suzuki of "Fast" Eddie Turner to take the win in the 125cc class. Michigan's Thomas Barron pushed his Honda into a battle with Reed in the 250cc class, only to take second ahead of Marion's Mike Hogan.

In Saturday night's main-event action, Reed used strong starts to fend off Mike Morgan's Kawasaki in the 125cc division, and held off Don Edwards and Barron in the 250cc class.

A quiet yet confident Reed came out swinging in Sunday afternoon's main events, as he once again fought off the charging Morgan in the 125cc main. To complete the sweep, Reed jammed his yellow machine to the checkers ahead of Wapakoneta's Joe Oehlof.

Another extremely dominant rider at Marion was Swanton, Ohio's Michael Mercer. While Mercer won all three days of the 250cc B class, the extremely fast amateur was beaten in Saturday's and Sunday's 125cc B-class races by Pinckney, Michigan's Ian Hammond. Mercer and his Suzuki won Friday's 125cc main, however.

The 50cc classes were not short on action, as Kyle McConnell took the win over Tyler Maxel on Friday night in the 7- to 8-year-old division. On Saturday and Sunday, it was Brandon Meier and his Cobra taking the wins. The 50cc (4-6) class was an all-Cobra affair, as Fairborn's Ryan Ivers won Friday's and Sunday's events, with Nathan Heskett squeezing in a win on Saturday after finishing second on Friday.

Results

Friday

P/W 50: 1. Ryan Kerr (Yam); 2. Colby McCutcheon (Yam); 3. Westen Hale (Yam); 4. Mike Meiterman (Yam); 5. Jacob Kenyon (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Nathan Heskett (Cob); 3. Ryan Kerr (Cob); 4. Mike Meiterman (Cob); 5. Jordan Strickland (Cob).

50 (7-8): 1. Kyle McConnell (Cob); 2. Tyler Maxel (Lem); 3. Corey Carr (Cob); 4. Wesley Jett (Cob); 5. Jacob Kenyon (Cob).

65: 1. Kyle Preston (Kaw); 2. Michael Willard (Kaw); 3. Zach Ames (Kaw); 4. Ryan McKenton (Kaw); 5. Tyler Bowers (Kaw).

80 (7-11): 1. Timmy Hollenbeck (Hon): 2. Dillion Watkins (Suz); 3. Jared Grabiel (Suz); 4. Michael Willard (Suz); 5. Corey Simone (Kaw).

80 (12-15): 1. Gavin Gracyk (Kaw); 2. David Whitcraft (Suz); 3. Nick Mowry (Hon); 4. Thomas Oshialowski (Kaw); 5. Tracey Haun (Kaw).

80 EXTRA: 1. Dillion Watkins (Suz); 2. Timmy Hollenbeck (Hon); 3. Nick Mowry (Hon); 4. Jared Grabiel (Suz); 5. Tracey Haun (Kaw).

SCHBY: 1. Ian Hammond (Suz); 2. Mike Arnold (Kaw); 3. Chris Whitcraft (Suz); 4. Brandon Perry (Suz); 5. Ricky Custard (Hon).

125 B: 1. Michael Mercer (Suz); 2. Ian Hammond (Suz); 3. Tony Robinson (Hon); 4. Justin Terrell (Kaw); 5. Jimmy Fox (Hon).

125 C: 1. Mike Arnold (Kaw); 2. Daniel Kessel (Hon); 3. Jeff Woolum (Kaw); 4. Travis Ousley (Hon); 5. John Crews (Yam).

125 PRO: 1. Chuck Reed (Suz); 2. Scott Kuchler (Hon); 3. Eddy Turner (Suz); 4. Thomas Barron (Hon); 5. Mike Hogan.

250 B: 1. Michael Mercer (Suz); 2. Marcus Biggs (Suz); 3. Josh Hamilton (Hon); 4. Matthew Mathias (Suz); 5. Eric Taynor (Hon).

250 C: 1. Nathan Scheid (Kaw); 2. Robert Drake (Hon); 3. Brian Crist (Suz); 4. Matt Vermilyea (Kaw); 5. Jeremiah Kail (Kaw).

250 PRO: 1. Chuck Reed (Suz); 2. Thomas Barron (Hon); 3. Mike Hogan (Hon); 4. Paul Karle (Suz); 5. Joe Oehlof (Hon).

OPEN B: 1. Steve Anneshansley (Hon); 2. Dwight Voltz (Kaw); 3. Shaun Swisher (Hon); 4. Mark McDaniel (Yam).

16-24: 1. Brandon Mather (Kaw); 2. Tony Robinson (Kaw); 3. Marcus Biggs (Suz); 4. Brad Dixon (Kaw); 5. Justin Terrell (Kaw).

25+: 1. Mike Hogan (Hon); 2. Don Edwards (Hon); 3. Ken Thomas (Hon); 4. Chuck Nicholson (Suz); 5. Richard E. Custard Jr. (Hon).

30+: 1. Chuck Nicholson (Suz); 2. Gerry Bennett (Suz); 3. Ken Thomas (Hon); 4. Steve Anneshansley (Hon); 5. Richard E. Custard Jr. (Hon).

40+: 1. Gerry Bennett (Suz); 2. Jim Dickerson (Yam); 3. Rick Baldwin (Suz).

Saturday

P/W 50: 1. Jacob Kenyon (Yam); 2. Colby McCutcheon (Yam); 3. Ryan Kerr (Yam); 4. Jordan Strickland (Yam); 5. Westen Hale (Yam).

50 (4-6): 1. Nathan Heskett (Cob); 2. Ryan Ivers (Cob); 3. Ryan Kerr (Cob); 4. Jordan Strickland (Cob); 5. Westen Hale (Cob).

50 (7-8): 1. Brandon Meier (Cob); 2. Kyle McConnell (Cob); 3. Tyler Maxel (Lem); 4. Wesley Jett (Cob); 5. Jacob Kenyon (Cob).

65: 1. Michael Willard (Kaw); 2. Zach Ames (Kaw); 3. Josh Campbell (Kaw); 4. Patrick Massie (Kaw); 5. Ryan McKenton (Kaw).

80 (7-11): 1. Dillion Watkins (Suz): 2. Timmy Hollenbeck (Hon); 3. Michael Willard (Suz); 4. Zach Ames (Hon); 5. Jared Grabiel (Suz).

80 (12-15): 1. Andy Willard (Suz); 2. Chris Whitcraft (Suz); 3. Nick Mowry (Hon); 4. Thomas Oshialowski (Kaw); 5. A.J. Meade (Kaw).

80 EXTRA: 1. Dillion Watkins (Suz); 2. Gavin Gracyk (Kaw); 3. Andy Willard (Suz); 4. Nick Mowry (Hon); 5. Timmy Hollenbeck (Hon).

SCHBY: 1. Ian Hammond (Suz); 2. Josh Hamilton (Hon); 3. Jimmy Fox (Hon); 4. Michael Arnold (Kaw); 5. Jason Wade (Kaw).

125 B: 1. Ian Hammond (Suz); 2. Michael Mercer (Suz); 3. Tony Robinson (Kaw); 4. Jimmy Fox (Hon); 5. Brandon Perry (Suz).

125 C 1: 1. Nathan Scheid (Suz); 2. Michael Arnold (Kaw); 3. Santiago Martinez Jr. (Yam); 4. Travis McQueen (Suz); 5. Cory Skinner (Kaw).

125 C 2: 1. Jeff Woolum (Kaw); 2. Richard Black (Kaw); 3. Chad Gritzmaker (Suz); 4. Mikey Turnblow (Suz); 5. Wayne Bennett (Suz).

125 PRO: 1. Chuck Reed (Suz); 2. Mike Morgan (Kaw); 3. Joe Oehlof (Hon); 4. Thomas Barron (Hon); 5. Paul Karle (Suz).

250 B: 1. Michael Mercer (Suz); 2. Robert Knau (KTM); 3. Devin Norman (Kaw); 4. Dan Jones (Kaw); 5. Eric Taynor (Hon).

250 C: 1. Jeremiah Kail (Kaw); 2. Nathan Scheid (Kaw); 3. Brian Aldridge (Kaw); 4. Robert Drake (Hon); 5. Matt Vermilyea (Kaw).

250 PRO: 1. Chuck Reed (Suz); 2. Donald Edwards (Hon); 3. Thomas Barron (Hon); 4. Mike Hogan (Hon); 5. Mike Morgan (Kaw).

OPEN B: 1. Steve Anneshansley (Hon); 2. Shaun Swisher (Hon); 3. Mark McDaniel (Yam); 4. Dwight Voltz (Kaw).

16-24: 1. Michael Mercer (Suz); 2. Mike Warden (Kaw); 3. Justin Terrell (Kaw); 4. Brad Dixon (Kaw); 5. Harold Goings Jr. (Kaw).

25+: 1. Joey Defelice (Kaw); 2. Richard Robinson (Hon); 3. Mike Hogan (Hon); 4. Robert Knau (KTM); 5. Richard E. Custard Jr. (Hon).

30+: 1. Richard Robinson (Hon); 2. Ken Thomas (Hon); 3. Gerry Bennett (Suz); 4. Chuck Nicholson (Suz); 5. Steve Anneshansley (Hon).

40+: 1. Gerry Bennett (Suz); 2. Jim Dickerson (Yam); 3. James Adams (Hon).

Sunday

P/W 50: 1. Jordan Strickland (Yam); 2. Jacob Kenyon (Yam); 3. Colby McCutcheon (Yam); 4. Ryan Kerr (Yam); 5. Westen Hale (Yam).

50 (4-6): 1. Ryan Ivers (Cob); 2. Nathan Heskett (Cob); 3. Jordan Strickland (Cob); 4. Westen Hale (Cob); 5. Ryan Kerr (Cob).

50 (7-8): 1. Brandon Meier (Cob); 2. Tyler Maxel (Lem); 3. Wesley Jett (Cob); 4. Kyle McConnell (Cob); 5. Jacob Kenyon (Cob).

65 (7-11): 1. Michael Willard (Suz); 2. Kyle Preston (Hon); 3. Zach Ames (Kaw); 4. Josh Campbell (Kaw); 5. Ryan Kenton (Kaw).

80 (7-11): 1. Michael Willard (Suz); 2. Jared Grabiel (Suz); 3. Dillion Watkins (Suz); 4. Kyle Preston (Hon); 5. Josh Campbell (Kaw).

80 (12-15): 1. K. Andy Willard (Suz); 2. Gavin Gracyk (Kaw); 3. Chris Whitcraft (Suz); 4. Nick Mowry (Hon); 5. A.J. Meade (Kaw).

80 EXTRA: 1. Gavin Gracyk (Kaw); 2. K. Andy Willard (Suz); 3. Nick Mowry (Hon); 4. Timmy Hollenbeck (Hon); 5. Jared Grabiel (Suz).

SCHBY: 1. Scott Kuchler (Hon); 2. Josh Hamilton (Hon); 3. Shaun Kuchler (Hon); 4. Jimmy Fox (Hon); 5. Jason Wade (Kaw).

125 B: 1. Ian Hammond (Suz); 2. Michael Mercer (Suz); 3. Jason Wade (Kaw); 4. Ryan Lutz (Hon); 5. Mike Dauch (Hon).

125 C 1: 1. Travis Ousley (Hon); 2. John Crews (Yam); 3. Dan Kessel (Hon); 4. Trevor Gundlach (Yam); 5. Mike Arnold (Kaw).

125 C 2: 1. Nathan Scheid (Suz); 2. Wayne Bennett (Suz); 3. Denny Beard (Yam); 4. Chad Gritzmaker (Suz); 5. Jeff Woolum (Kaw).

125 PRO: 1. Chuck Reed (Suz); 2. Mike Morgan (Kaw); 3. Joe Oehlof (Hon); 4. Thomas Barron (Hon); 5. Shaun Kuchler (Hon).

250 B: 1. Mike Mercer (Suz); 2. Josh Hamilton (Hon); 3. Robert Knau (KTM); 4. Matt Myers (Suz); 5. Matt Mathias (Suz).

250 PRO: 1. Chuck Reed (Suz); 2. Joe Oehlof (Hon); 3. Mike Morgan (Kaw); 4. Thomas Barron (Hon); 5. Jon Schmitz (Suz).

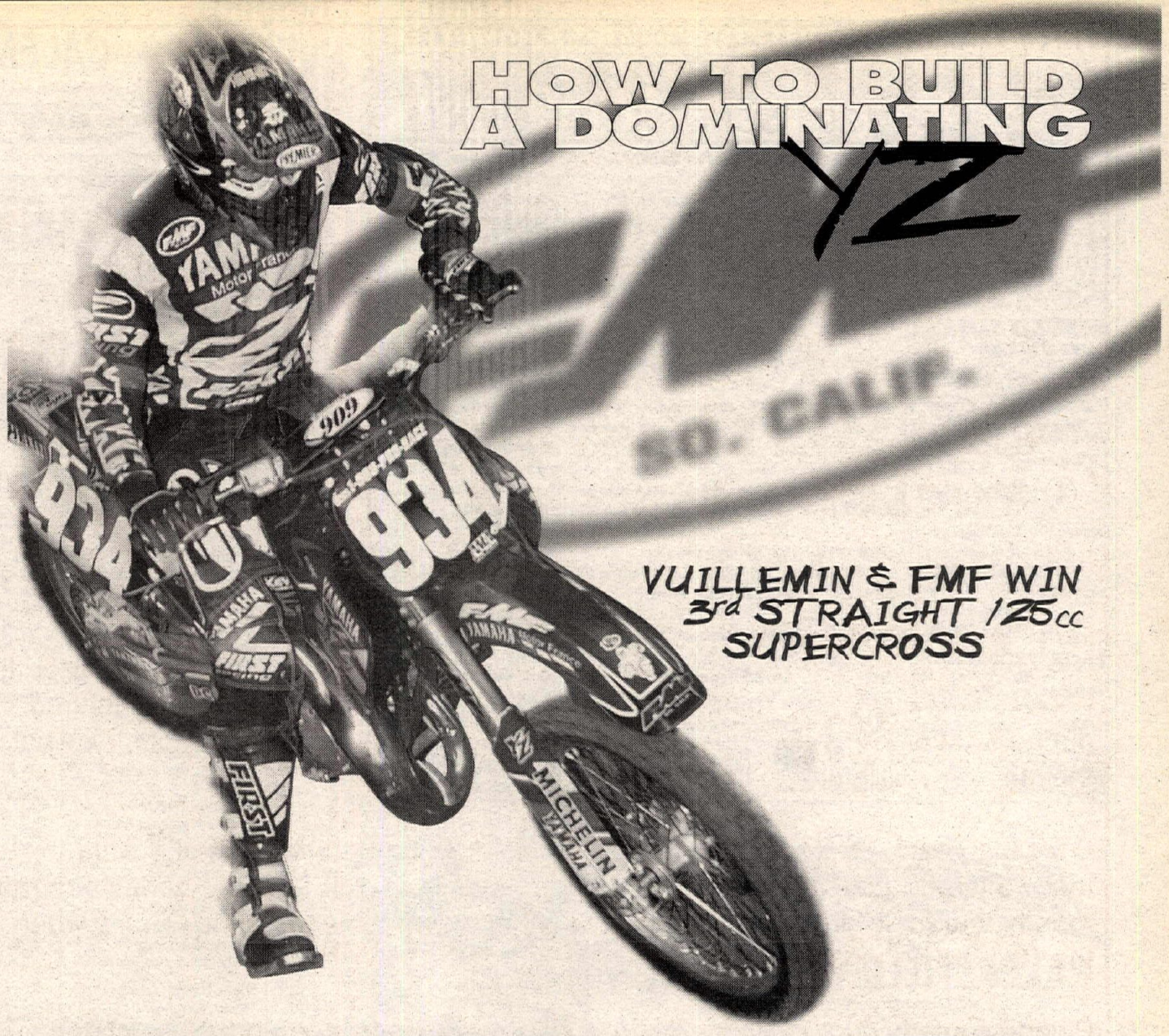
(16-24): 1. Matt Szorobura (Yam); 2. Justin Terrell (Kaw); 3. Ryan Lutz (Hon); 4. Tony Robinson (Hon); 5. Brad Dixon (Kaw).

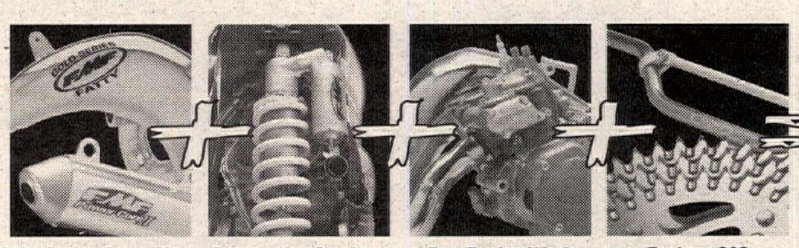
25+: 1. Mike Morgan (Kaw); 2. Don Edwards (Hon); 3. Jon Schmitz (Suz); 4. Mike Hogan (Hon); 5. Ken Thomas (Hon).

30+: 1. Jon Schmitz (Suz); 2. Chuck Nicholson (Suz); 3. Ken Thomas (Hon); 4. Steve Anneshansley (Hon); 5. Jim Dickerson (Yam).

40+: 1. Jim Dickerson (Yam).

OPEN B: 1. Dwight Voltz (Kaw); 2. Mark McDaniel (Yam); 3. Steve Anneshansley (Hon); 4. Shaun Swisher (Hon).





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March 21/22	**Big Buck*** I-26 to Exit 44 to Hwy 49 E 7 miles	*Cross Keys, SC*
April (NHS) 4/5	**Loretta Lynn Ranch** I-40 W of Nashville to Exit 143 to Rt 13 N	*Hurricane Mills, TN*
April (Y) 25/26	**Wilderness** I-79 to Exit 119 then 50 W to Sycamore Road	*Clarksburg, WV*
May (Y) 9/10	**Starvation Point** I-77 to Mineral Wells Exit, take Rt 14 to Eliz	*Elizabeth, WV*
May (Y) 16/17	**Brownsville Park** W of Uniontown on Rt 40, Exit Business Dist.	*Brownsville, PA*
June 6/7	**Atlantic City** *E.C.E.A Points Event presented by Meteor MC Club* Garden State Pky to Exit 63, Rt 72 E 1 mile	*Manahawkin, NJ*
July (Y) 11/12	**Boyers** I-79 to I-80 E to Rt 308 S	*Boyers, PA*
Sept (NHS/Y) 12/13	**Burr Oaks** Rt 13 E of Athens to Millfield	*Millfield, OH*
Sept (Y) 26/27	**High Point** I-79 to Exit 1 Mount Morris	*Mount Morris, PA*
Oct (Y) 10/11	**Lisbon** 5 mi W of Lisbon off Rt 30 (Trinity Church Rd)	*Lisbon, OH*
Oct 24/25	**Ironman** 5 mi. S of Crawfordsville off RT 47	*Crawfordsville, IN*

*Indicates SETRA Points Event

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

World Championship Road Race Series
3/29 Shah Alam, Malaysia, Rnd 1
4/5 Suzuka, Japan, Rnd 2
4/19 Sentul, Indonesia, Rnd 3
5/3 Jerez, Spain, Rnd 4
5/17 Mugello, Italy, Rnd 5
5/31 Le Castellet, France, Rnd 6
6/14 Estoril, Portugal, Rnd 7
6/27 Assen, Holland, Rnd 8
7/5 Donington Park, England, Rnd 9
7/19 TBA, Germany, Rnd 10
8/23 Brno, Czech Republic, Rnd 11
9/6 Imola, Italy, Rnd 12
9/20 Barcelona, Spain, Rnd 13
10/4 Phillip Island, Australia, Rnd 14
10/18 Jacarepagua, Brazil, Rnd 15
10/25 Buenos Aires, Argentina, Rnd 16

World Superbike Championship Series
3/22 Phillip Island, Australia, Rnd 1
4/13 Donington Park, GB, Rnd 2
5/10 Monza, Italy, Rnd 3
5/24 Albacete, Spain, Rnd 4
6/7 Nurburgring, Germany, Rnd 5
6/21 Misano, San Marino, Rnd 6
7/5 Interlagos, Brazil, Rnd 7
7/12 Monterey, California, Rnd 8
8/2 Brands Hatch, England, Rnd 9
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 (or Oct 18), Sentul, Indonesia Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship
4/19 Le Mans, France, Rnd 1
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
3/28-29 Silleda, Spain, Rnds 1, 2
4/18-19 Hawkstone Park, England, Rnds 3, 4
4/25-26 San Marino, Rnds 5, 6
5/23-24 Nepomuk, Czech Republic, Rnds 7, 8
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc Motocross Championship
3/22 Jogyakarta, Indonesia, Rnd 1
4/5 Saquarema, Brazil, Rnd 2
4/19 Bellpuig, Spain, Rnd 3
5/17 Orehova Vas, Slovakia, Rnd 4
5/24 Donington Park, England, Rnd 5
6/7 Nismes, Belgium, Rnd 6
6/14 San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross Championship
3/29 Talavera, Spain, Rnd 1
4/5 Agueda, Portugal, Rnd 2
4/19 Valkenswaard, Holland, Rnd 3
4/26 Villars-Ecot, France, Rnd 4
5/10 Leuven, Europe, Rnd 5
5/24 Donington Park, England, Rnd 6
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship
4/5 Mantova, Italy, Rnd 1
4/19 Payerne, Switzerland, Rnd 2
4/26 Schwanenstadt, Austria, Rnd 3
5/10 Vasteras, Sweden, Rnd 4
5/17 Vantaa, Finland, Rnd 5
6/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
5/15 Prague, Czech Republic, Rnd 1
6/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

World Championship ICE Speedway Series
2/13 San Francisco, CA, Rnd 5
2/14 San Francisco, CA, Rnd 6
2/20 San Diego, CA, Rnd 7
Info: 970/262-9067

AMA/MBNA Superbike Series
2/13-15 Phoenix, AZ, Rnd 1
3/4-8 Daytona Beach, FL, Rnd 2
4/17-19 Monterey, CA, Rnd 3
4/24-26 Rosamond, CA, Rnd 4
5/1-3 Sonoma, CA, Rnd 5
5/29-31 Braselton, GA, Rnd 6
6/12-14 Elkhart Lake, WI, Rnd 7
6/19-21 Loudon, NH, Rnd 8
7/17-19 Lexington, OH, Rnd 9
7/31-8/2 Brainerd, MN, Rnd 10
8/7-9 Joliet, IL, Rnd 11
9/4-6 Fountain, CO, Rnd 12
9/18-20 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Supercross Series
2/14 Indianapolis, IN, Rnd 6
2/21 Atlanta, GA, Rnd 7
2/28 Tampa, FL, Rnd 8
3/7 Daytona Beach, FL, Rnd 9
3/14 New Orleans, LA, Rnd 10
3/21 Minneapolis, MN, Rnd 11
3/28 St. Louis, MO, Rnd 12
4/4 Pontiac, MI, Rnd 13
4/18 Charlotte, NC, Rnd 14
4/25 Dallas, TX, Rnd 15
5/2 Las Vegas, NV, Rnd 16

AMA National MX Series
5/10 San Bernardino, CA, Rnd 1
5/17 Sacramento, CA, Rnd 2
5/24 Mount Morris, PA, Rnd 3
6/21 Budds Creek, MD, Rnd 4
6/14 Southwick, MA, Rnd 5
7/5 Buchanan, MI, Rnd 6
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA/PJ1 National Arenacross Series
2/13-15 Milwaukee, WI, Rnd 10
2/20-22 Denver, CO, Rnd 11
2/27-3/1 Sacramento, CA, Rnd 12
3/13-15 San Francisco, CA, Rnd 13
3/20-22 Salt Lake City, UT, Rnd 14
Info: 817/246-7400

AMA Western National Four-Stroke MX Series
4/4-5 Redding, CA
4/18-19 Phoenix, AZ
5/30-31 Yakima, WA
6/6-7 Salt Lake City, UT
6/27-28 Denver, CO,
7/11-12 Boise, ID
8/8-9 Albany, OR
8/23-24 Ward Creek, WA
9/5-6 Whitney, TX
Info: 530/365-1979

AMA Sound of Thunder Amateur Challenge Series
4/4 Redding, CA
4/18 Phoenix, AZ
5/30 Yakima, WA
6/6 Salt Lake City, UT
6/27 Denver, CO
7/11 Boise, ID
8/8 Albany, OR
8/23 Ward Creek, WA
Info: 530/365-1979

AMA National Hare Scrambles Series
4/5 Hurricane Mills, TN, Rnd 3
4/19 Good Springs, PA, Rnd 4
7/19 Tillamook, OR, Rnd 5
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA Grand National Cross Country Series
3/2-3 Okeechobee, FL
3/7-8 Macon, GA
3/21-22 Cross Keys, SC
4/4-5 Hurricane Mills, TN
4/25-26 Clarksburg, WV
5/9-10 Elizabeth, WV
5/16-17 Brownsville, PA
6/6-7 Manahawkin, NJ
7/11-12 Boyers, PA
9/12-13 Millfield, OH
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
5/17 Middlebury, IN, Rnd 1
6/7 Jefferson, PA, Rnd 2
6/14 Steel City, PA, Rnd 3
6/21 Avoca, NY, Rnd 4
7/18 Nashville, IN, Rnd 5
7/25 Haydenville, OH, Rnd 6
8/2 Norton Shores, MI, Rnd 7
8/16 Dansville, NY, Rnd 8
9/13 Steel City, PA, Rnd 9
9/20 Middlebury, IN, Rnd 10
9/27 Jefferson, PA, Rnd 11
10/11 Oregonia, OH, Rnd 12
Info: 614/891-2425

AMA Grand National Championship Series
3/7 Daytona Beach, FL, Rnd 1
5/16 Harrington, DE, Rnd 2
5/24 Springfield, IL, Rnd 3
5/30 LaSalle, IL, Rnd 4
6/20 Mineralwells, WV, Rnd 5
6/27 Lima, OH, Rnd 6
7/4 Lake Odessa, MI, Rnd 7
7/11 Du Quoin, IL, Rnd 8
7/18 Oklahoma City, OK, Rnd 9
7/25 Rossburg, OH, Rnd 10
8/2 Peoria, IL, Rnd 11
8/5 Rapid City, SD, Rnd 12
8/8 Joliet, IL, Rnd 13
8/15 Indianapolis, IN, Rnd 14
8/22 Hagerstown, MD, Rnd 15
8/29 Sedalia, MO, Rnd 16
9/6 Springfield, IL, Rnd 17
9/12 Shakopee, MN, Rnd 18
9/26 Sacramento, CA, Rnd 19
10/3 Las Vegas, NV, Rnd 20
10/11 Del Mar, CA, Rnd 21
Info: 614/891-2425

AMA Acerbis National Enduro Series
2/15 Coalinga, CA
3/15 Phoenix, AZ
3/29 Belleplain, NJ
5/3 Wellston, OH
5/17 New Waverly, TX
5/24 McArthur, OH
6/7 Bellingham, WA
6/28 Akeley, MN
7/12 West Greenwich, RI
8/9 Divide, CO
8/23 Indian River, MI
Info: 614/891-2425

AMA U.S. Eastern Motocross Spring Series
3/8 Sanford, NC
3/15 Axton, VA
3/22 Danville, VA
3/29 Dillwyn, VA
4/12 Elizabeth City, NC
4/26 Danville, VA
5/3 East Bend, NC
5/17 Reidsville, NC
5/24 Elizabeth City, NC
5/31 Dillwyn, VA
Info: 804/724-4392

Ballzee Agressive Wear Grand Championship MX Series
6/7 Danville, VA
6/14 Dillwyn, VA
6/21 Sanford, NC
7/5 Axton, VA
7/12 East Bend, NC
7/19 Reidsville, NC
7/26 Danville, VA
8/9 Elizabeth City, NC
8/23 Danville, VA
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
2/15 Rockne, TX
3/8 Fort Hood, TX
3/29 Montgomery, TX
4/26 TBA
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX

8/30 TBA
10/11 Altair, TX
11/8 TBA
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
3/7-8 Blountville, TN
3/14-15 Society Hill, SC
3/21-22 Blountville, TN
4/5 Blountville, TN
4/26 Wytheville, VA
5/2-3 Blountville, TN
5/10 London, KY
6/6-7 Blountville, TN
7/4-5 Beckley, WV
7/10-11 Blountville, TN
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
2/28-3/1 Society Hill, SC
3/15 Society Hill, SC
3/29 Chesterfield, SC
4/11-12 Forest City, NC
5/17 Forest City, NC
5/31 Iron Station, NC
6/27-28 Reidsville, NC
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 36 Vintage Dirt Track Championship Series
4/4 Lodi, CA, Rnds 1, 2
4/5 Lodi, CA, Rnds 3, 4
4/11 Lodi, CA, Rnds 5, 6
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnd 9
5/2 Lodi, CA, Rnds 10, 11
5/9 Newman, CA, Rnd 12
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Championship Enduro Series
2/15 Clear Creek, CA, Rnd 1
3/8 Clear Creek, CA, Rnd 2
4/18 Navarro, CA, Rnd 3
4/25 Foresthill, CA, Rnd 4
5/3 Georgetown, CA, Rnd 5
6/14 Long Barn, CA, Rnd 6
10/11 Shasta Dam, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 36 Family Enduro Series
3/7 Clear Creek, CA
4/25 Foresthill, CA
5/31 Omo Ranch, CA
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
2/14-15 Las Vegas, NV*
2/22 San Luis Obispo, CA
3/7-8 Death Valley, CA
3/15 San Bernardino, CA
3/29 Newhall, CA
4/25-26 Cantil, CA
5/17 Mojave, CA
6/28 Rancho Cucamonga, CA
7/18-19 Sequoia National Forest, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA/District 37 Big 6 GP Series
2/29-3/1 San Bernardino, CA
4/4-4/5 Twentynine Palms, CA
5/2-5/3 Palmdale, CA
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA Mid-South Winter Hare Scrambles Series
2/15 Van Leer, TN
3/22 Cadiz, KY
3/29 Dickson, TN
Info: 615/859-0873

AMA Florida Flat Track Series
2/27 Savannah, GA
2/28 St. Augustine, FL
3/1 Barberville, FL
3/3 Tampa, FL
3/5 Barberville, FL
3/6 Daytona Beach, FL
3/7 Daytona Beach, FL

AMA/Districts 37&38 Flat Track Series
3/15 Temecula, CA
4/19 Temecula, CA
6/13 Temecula, CA
7/18 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AHRMA Progressive Suspension Historic Cup Series
2/27 DeLand, FL
3/2-3 Daytona Beach, FL
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound of Thunder Series
2/27 DeLand, FL
3/2-3 Daytona Beach, FL
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
2/28 Ocala, FL
4/5 Perris, CA
4/26 Sonoma, CA
5/16 Casey, IL
6/6 Elkhart Lake, WI
6/20 Grattan, MI
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
3/3 Daytona Beach, FL
3/5 Barberville, FL
5/2 Rosamond, CA
5/2 Budds Creek, MD
5/16 Hanford, CA
5/24 Port Royal, PA
6/12 Cumberland, MD
7/9 Indianapolis, IN
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
2/14 Sacramento, CA
3/1 Ocala, FL
4/25 Sonoma, CA
5/3 Rosamond, CA
5/10 Collins, MO
5/17 Casey, IL
6/7 Elkhart Lake, WI
6/21 Grattan, MI
7/12 Lexington, OH
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Roadrace Series
2/27 Deland, FL
3/2-3 Daytona Beach, FL
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Masters of the Midwest Roadrace Series
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
Info: 715/842-9699

AHRMA Pacific Crown Roadrace Series
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
Info: 715/842-9699

AHRMA Midwest Regional MX Series
4/11 Bedford, KY
4/25-26 Wappela, IL
5/9 Collins, MO
7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA Northeast Regional Hare Scrambles Series
6/28 Plymouth, PA
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional MX Series
5/17 Berwick, PA
5/24 Mexico, NY
6/6-7 Lempster, NH
7/11 Budds Creek, MD
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
2/15 Sacramento, CA
2/22 Tulare, CA
3/15 Brentwood, CA
4/12 Marin County, CA
4/26 Sonoma, CA
5/17 Fernley, NV
6/14 Phillipsville, CA
6/28 Eugene, OR
7/19 Carson City, NV
8/15 Soda Springs, CA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

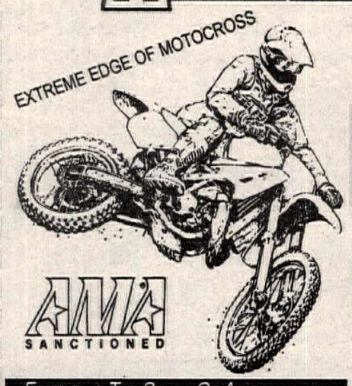
AHRMA Rocky Mountain Regional MX Series
3/29 Grand Junction, CO
5/3 Casper, WY
5/17 Berthoud, CO
6/14 Price, UT
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA South Atlantic MX Series
3/15 Macon, GA
6/7 Sales Creek, TN
7/25 Bremen, GA
10/17 Palmetto, GA
Info: 770/986-3213

AHRMA Southeast Regional GP Series
4/12 Palmetto, GA
7/26 Bremen, GA
10/18 Palmetto, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
2/28 Ocala, FL
3/2 Reddick, FL

PJ1 NATIONAL ARENACROSS Series



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TOM HOFMASTER, JIMMY WILSON
CLIFFORD ADOPTANTE & MORE
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Thur.,	Feb 12	MX Practice (8am till dusk)
Sat.,	Feb 14	MX Practice (8am till 1pm)
Sun.,	Feb 15	CMC Golden State - gates open 6am
Thur.,	Feb 19	MX Practice (8am till dusk)

CMC Golden State MX Rd. #4 Feb 15

CRC 1997 California Race Schedule
100% PRO PAYBACK

Sunday, Feb 15	CRC Diamond Head GP	L.A.C.R.
Sunday Feb 22	CRC Motocross	L.A.C.R.
Sunday, Mar 1	CRC Motocross	L.A.C.R.
Sunday, Mar 8	CRC Charity Series	L.A.C.R.

Saturday Practice Jan. 10 to May 30 • 9:00am to 2:00pm
CRC Info (805) 272-8889

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BIKE WEEK '98

AHRMA

Your guide to the classic action in Florida:

➽ 2/26, Roadrace Practice, DeLand Airport Circuit, DeLand. ➽ 2/27, Progressive Suspension Roadracing, De Land Airport. ➽ 2/28, 18th AHRMA Concours d'Elegance, Historic Downtown DeLand. Speed & Sport MX, Ocala. ➽ 3/1, Legendary racers & hundreds of historic race machines, American Motorcycle Institute, Daytona. Speed & Sport Trial, Ocala. ➽ 3/2-3, Daytona Speedway: Classics Days by Yamaha: roadracing, Historic Challenge by Yamaha, World Sound of Thunder, Classic Bike Magazine Concours & more! ➽ 3/2, Classic Bike Magazine Dirt Track, Municipal Stadium. ➽ 3/5, Classic Bike Dirt Track, Volusia Fairgrounds.

➽ Info: AHRMA, 715-842-9699, www.ahrma.org

In cooperation with the West Volusia Tourism Authority

Racing on the Tube

February Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

2/12/98	3:00 PM	Seattle, WA SX (R)	ESPN2	2/20/98	7:30 PM	Indianapolis, IN SX	ESPN2
2/12/98	3:30 AM	MotoWorld (R)	ESPN2	2/20/98	6:30 PM	MW2 Rev It Up	ESPN2
2/12/98	6:30 PM	MotoWorld	ESPN2	2/21/98	12:00 PM	Indianapolis, IN SX (R)	ESPN2
2/12/98	9:00 PM	Legends of MS-Assen 1977	Speed	2/21/98	2:00 PM	MotoWorld (R)	ESPN2
2/13/98	7:30 PM	San Diego, CA SX	ESPN2	2/22/98	4:30 PM	FIM MX-Germany	Speed
2/13/98	4:00 AM	Seattle, WA SX (R)	ESPN2	2/23/98	3:00 AM	MotoWorld (R)	ESPN2
2/13/98	6:30 PM	MW2 Rev It Up	ESPN2	2/24/98	3:00 PM	Indianapolis, IN SX (R)	ESPN2
2/14/98	12:30 AM	San Diego, CA SX (R)	ESPN2	2/24/98	3:00 AM	MW2 Rev It Up (R)	ESPN2
2/14/98	3:30 PM	MotoWorld (R)	ESPN2	2/24/98	8:00 PM	Hampton, VA AX	Speed
2/14/98	3:30 AM	MW2 Rev It Up (R)	ESPN2	2/24/98	7:00 PM	AT - Del Mar Concours	Speed
2/15/98	4:00 PM	FIM Mx-Poland	Speed	2/24/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed
2/15/98	4:30 PM	FIM Mx-Switzerland	Speed	2/25/98	12:30 AM	Indianapolis, IN SX (R)	ESPN2
2/17/98	3:00 AM	MotoWorld (R)	ESPN2	2/25/98	7:00 PM	AX #7 Milwaukee, WI	FSNet
2/17/98	8:00 PM	Oklahoma City, OK AX	Speed	2/26/98	6:30 PM	MotoWorld	ESPN2
2/17/98	6:30 PM	Bike Week - Larry Maiers, Host	Speed	2/26/98	9:00 PM	Legends of MS-Champs on 2	Speed
2/18/98	3:00 PM	San Diego, CA SX (R)	ESPN2	2/27/98	8:00 PM	Atlanta, GA SX	ESPN2
2/18/98	7:00 PM	AX #6 Winstom-Salem, SC	FSNet	2/28/98	12:30 PM	Atlanta, GA SX (R)	ESPN2
2/19/98	6:30 PM	MotoWorld	ESPN2	2/28/98	2:30 PM	MotoWorld (R)	ESPN2

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

DISTRICT 37 A.M.A. COMPETITION

D-37 Referee Michelle Cassella (909) 652-8915

Or For Race Info Only (909) 929-7665

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Feb 14	D-37 1997 Awards Banquet @ GreenTree Inn, Victorville, CA Info: Sandy 909-944-3279	
Feb 22	Checkers M.C. "Best of the West" Bessemer Mine Rd - Lucerne Valley, CA Info: Steve 909-359-7358	Hare & Hound 3 Loops
Feb 28 / Mar 1	Prairie Dogs M.C. "Best of the West" Glen Helen, San Bernardino, CA Info: Ray 909-686-7435	Grand Prix Series Round #2

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"Keep up the good work."

-Keith Evans
via Internet

Check out Cycle News On-Line for yourself at

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http://www.cyclenews.com

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

4/26 Bremen, GA
5/3 Sales Creek, TN
7/25 Bremen, GA
8/9 Woodbine, GA
8/23 Reddick, FL
Info: 770/986-3213

AHRMA Southwest Regional MX Series
2/22 Tulare, CA
3/22 Gorman, CA
4/5 Perris, CA
4/19 Lemon Grove, CA
5/31 Carlsbad, CA
6/21 Lemon Grove, CA
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Western Regional Dirt Track Series
4/4 Tulare, CA
4/19 Temecula, CA
5/16 Hanford, CA
6/13 Chowchilla, CA
6/14 Lodi, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/10 Del Mar, CA
10/24 Tulare, CA
Info: 818/992-5343

CCS/Championship Cup Road Racing Series
Florida Region
2/14-15 Homestead, FL
2/25-3/1 Daytona Beach, FL
3/22 West Palm Beach, FL
4/26 West Palm Beach, FL
5/25 West Palm Beach, FL
6/28 West Palm Beach, FL
7/4-5 Homestead, FL
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Southeast Region
2/25-3/1 Daytona Beach, FL
4/11-12 Bloomingdale, GA
5/23-24 Bloomingdale, GA
6/20-21 Talladega, AL
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
2/25-3/1 Daytona Beach, FL
4/11-12 Summit Point, WV
5/23-24 Bloomingdale, GA
5/30-31 Summit Point, WV
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV
9/19-20 Braselton, GA
Northeast Region
4/18-19 Loudon, NH
5/2-3 Loudon, NH
6/13-14 Loudon, NH
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Great Plains Region
3/28-29 Topeka, KS
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/27-28 Beloit, IL
7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN
Southwest Region
3/14-15 Chandler, AZ
4/4-5 Buttonwillow, CA
5/2-3 Chandler, AZ
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ
California Region
3/14-15 Chandler, AZ
4/4-5 Buttonwillow, CA
5/9-10 Buttonwillow, CA
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike
2/25-3/1 Daytona Beach, FL
5/9-10 Elkhart Lake, WI
5/16-17 Watkins Glen, NY
7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA Vintage Series
2/26 Faulkville, GA*
3/14 Braselton, GA
3/22 Henderson, TX
4/18 Clermont, IN
4/19 College Station, TX*
4/25 Summit Point, WV
5/2 Talladega, AL
5/9 Grattan, MI
5/10 Henderson, TX
5/14-17 Braselton, GA*
5/23 Mount Meridian, IN*
5/30 Garrettsville, OH
6/20 Summit Point, WV*
6/25-28 Indianapolis, IN*
7/4 Braselton, GA
7/18 Millington, TN
7/19 College Station, TX
7/25 Garrettsville, OH
8/8 Faulkville, GA
8/9 Henderson, TX
8/15 South Haven, MI
8/22 Talladega, AL
8/30 Hallet, OK
9/5 Garrettsville, OH*
9/12 Grattan, MI*
9/12 Summit Point, WV
9/19 Faulkville, GA
9/20 College Station, TX
9/26 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

Great Lakes Road Racing Association Series
4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

NASB Formula USA Road Racing Series
3/13-15 Rosamond, CA
4/3-5 Sebring, FL
5/15-17 Fountain, CO
6/5-7 Mosport, Canada
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-0456

USCRA Vintage Road Race Series
2/26-27 Faulkville, GA
5/2-3 Loudon, NH
5/30-31 Shannonville, Ontario, Canada
6/14 Belknap, NH
6/15 Loudon, NH
6/20 Loudon, NH
7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Sunshine State MX Championship Series
2/15 Dade City, FL, Rnd 2
3/8 Orlando, FL, Rnd 3
3/22 Ona, FL, Rnd 4
4/5 Ocala, FL, Rnd 5
4/19 Reddick, FL, Rnd 6
4/26 Dade City, FL, Rnd 7
5/3 Ona, FL, Rnd 8
5/10 Reddick, FL, Rnd 9
5/24 Orlando, FL, Rnd 10
5/31 Ocala, FL, Rnd 11
6/7 Dade City, FL, Rnd 12
6/28 Ona, FL, Rnd 13
7/5 Orlando, FL, Rnd 14
7/12 Reddick, FL, Rnd 15
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

Motorcycle Asphalt Racing Series
2/28 St. Augustine, FL
3/5 Barberville, FL
5/15 Myrtle Beach, SC
9/25 Asheville, NC

Northeast Pro Flat Track Series
5/9 Trois Riveries, Canada
6/19 Rochester, NH
6/26 Lebanon Valley, NY
7/10 Agawam, MA
7/24 Middletown, NY
7/25 Weedsport, NY
7/31 Quebec City, Canada
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series
5/9 East Lempster, NH
5/30 East Lempster, NH
6/13 Canaan, NH
6/27 East Lempster, NH
7/18 East Lempster, NH
8/1 Canaan, NH
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Southeastern Trials Riders Association C'Ship Series
3/21-22 Sequatchie, TN
4/4-5 Monroe, GA
4/18 Cleveland, GA
5/2-3 Clinton, SC
5/23-24 Crossville, TN
6/6-7 TBA
6/20-21 Carrolton, KY
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
5/16-17 Twinsburg, OH
6/20-21 Carrolton, KY
7/11-12 AMA Vintage Days (exhibition)
7/26 Lancaster, OH
8/16 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

La Playa Motocross Grand Prix Series
3/1 Rosarito, Baja California
5/17 Rosarito, Baja California
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

CMA Pacific Coast Pro Am MX Championship
3/1-2 Hollister, CA
3/7-8 Carnegie, CA
3/14-15 Prairie City, CA
3/21-22 Livermore, CA
3/28-29 Hollister, CA
4/4-5 TBA
Info: 209/673-8080

CMA Little Okie Spring Series
4/18 Madera, CA
4/25 Madera, CA
5/2 Madera, CA
5/8 Madera, CA
5/15 Madera, CA
5/22 Madera, CA
5/29 Madera, CA
Info: 209/673-8080

CMA Valley Children's Race
6/13 Madera, CA
6/20 Madera, CA
6/27 Madera, CA
Info: 209/673-8080

CMA Little Okie Summer Series
7/10 Madera, CA
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
5/9 Los Banos, CA
5/16 Los Banos, CA
5/23 Los Banos, CA
5/30 Los Banos, CA
6/6 Los Banos, CA
7/4 Los Banos, CA
7/11 Los Banos, CA
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

American Trials Association
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/18 Reed Valley, CA
4/19 Reed Valley, CA
5/17 Johnson Valley, CA
6/6-7 Big Bear, CA
Info: 714/562-7742

SETRA Hare Scrambles
2/15 Columbus, GA, Rnd 10
2/22 Macon, GA, Rnd 11
3/8 Braselton, GA, Rnd 12
3/22 Cross Anchor, SC, Rnd 13
3/29 Knoxville, TN, Rnd 14
Info: 706/327-4015

SETRA Championship Enduro Series
3/1 Pelion, SC, Rnd 11
3/5 Daytona, FL, Rnd 12
3/15 Greensboro, GA, Rnd 13
4/5 Morganton, NC, Rnd 14
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info: 706/327-4015

SRA West Series
4/4-5 Willow Springs, CA
4/17-19 Monterey, CA
5/2-3 Willow Springs, CA
5/16-17 Willow Springs, CA
6/12-14 Elkhart Lake, WI
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
5/2 Orlando, FL
5/16 Orlando, FL
5/30 Orlando, FL
6/6 Orlando, FL
6/20 Orlando, FL
7/4 Orlando, FL
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

FTR Championship Series Hare Scrambles
2/21-22 TBA
3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info: 407/264-0559

FTR Championship Enduro Series
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info: 407/264-0559

FTR Motocross Series
2/15 Bunnell, FL, Rnd 6
3/15 Panama City, FL, Rnd 7
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
Info: 407/264-0559

Missouri Hare Scrambles Championship Series
3/1 Kahoka, MO
3/15 Columbia, MO
4/19 Steeleville, MO
4/26 Bolivar, MO
5/3 Westphalia, MO
6/7 Collins, MO
6/14 Cole Camp, MO
6/28 Park Hills, MO
7/12 Knobnoster, MO
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

International Old-Timers Motocross Series
3/21-22 TBA
4/4-5 Idaho Falls, ID
4/25-26 TBA
5/15-16 Boise, ID
5/23-24 Edmonton, Canada
TBA TBA
7/4-5 TBA
7/25-26 TBA
9/5-6 Fernley, NV
Info: 408/379-4639

Sunshine State MX Championship Series
2/15 Dade City, FL
3/8 Orlando, FL
3/22 Ona, FL
4/5 Ocala, FL
4/19 Reddick, FL
4/26 Dade City, FL
5/3 Ona, FL
5/10 Reddick, FL
5/24 Orlando, FL
5/31 Ocala, FL
6/7 Dade City, FL
6/28 Ona, FL
7/5 Orlando, FL
7/12 Reddick, FL
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

GFI Winter Series
South
2/22 Competition Park, CA*
3/1 Perris, CA*
3/8 Glen Helen, CA*
North
2/15 Oatfield, CA*
3/1 Oatfield, CA*
North-South Showdown
3/22 Perris, CA
*Action, Kawasaki, Suzuki & Yamaha Contingency
Info: 909/653-4042 or 209/656-9682

CMRRA 50cc/125cc C'ship Road Race Series
3/21-22 Rosamond, CA
4/12 Palomar, CA
5/3 Riverside, CA
6/27-28 Rosamond, CA
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
2/14-15 Rosamond, CA, Rnd 2
3/14-15 Rosamond, CA, Rnd 3
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

CMC Golden State MX Nationals
South Region
2/15 Devore, CA, Rnd 4
Pacific Northwest Region
2/15 Salem, OR, Rnd 2
North Region
2/15 Hollister, CA, Rnd 4
2/21-22 Gorman, CA
Info: 714/367-1141

WML Motocross Series
5/9-10 San Bernardino, CA
6/27-28 Mammoth Mountain, CA
7/18-19 New Berlin, NY
8/1-2 Washougal, WA
8/3-9 Nashville, TN
8/29 Binghampton, NY
8/30 Binghampton, NY

CMC West Coast Arenacross Challenge
2/27-3/1 Sacramento, CA
TBA Las Vegas, NV
Info: 702/267-4392

KORR Hare Scrambles Championship Series
2/22 Hillsboro, KS
4/19 Wichita, KS
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

KORR Motocross Championship Series
3/15 Marion, KS
3/29 Sterling, KS
4/5 Hillsboro, KS
5/3 Marion, KS
5/17 Wichita, KS
5/31 Hillsboro, KS
6/7 Marion, KS
6/14 Sterling, KS
6/28 Inman, KS
7/12 Sterling, KS
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

MRAN Desert Series
3/7 Las Vegas, NV
5/2 Panaca, NV
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
4/17-18 Tonopah, NV, Rnd 1
6/26-28 Ely, NV, Rnd 2
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

USRA Desert Series
2/29 St. George, UT
4/4 Jericho, UT
5/9 Jericho, UT
5/23 Cherry Creek, UT
6/6-7 TBA
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
2/14-15 St. George, UT
3/28-29 St. George, UT
4/11-12 Ogden, UT
5/30-31 Price, UT
6/20-21 Salinas, UT
7/11-12 Cedar City, UT
8/1-2 Price, UT
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
5/3 Mead, CO
5/15-17 Colorado Springs, CO
5/31 Mead, CO
6/14 Denver, CO
6/28 Pueblo, CO
7/12 Mead, CO
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
3/22 Union Bridge, MD
4/5 Middletown, PA
4/25-26 Williamsport, PA
5/2-3 Toronto, OH
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
3/8 Roberta, GA
3/22 Breman, GA
3/29 Macon, GA
4/5 Roberta, GA

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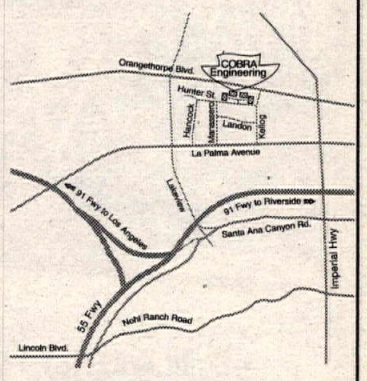
Last year we donated over $15,000 to the Pediatric Brain Tumor Foundation (100% of all money raised goes directly to Brain Tumor Research thanks to foundation support by American Honda). This sale is an opportunity for you to buy new and used motorcycle parts, accessories, clothing, tires, chains, sprockets and much more at incredible bargain prices. Street, dirt, dual sport and much, much more. Also view early off road bikes from different collectors around Southern California.
All money raised will be presented to the Pediatric Brain Tumor Foundation at the Ride for Kids Dual Sport Ride at Glen Helen OHV Park on Sunday March 15, 1998. Please join us for this very special event. For a very special cause. For more information call (714) 992-9291 or (714) 842-9253.

when
Saturday
March 14, 1998
where
Cobra Engineering
4915 E. Hunter, Anaheim
(See map)
time
8 am to 2 pm



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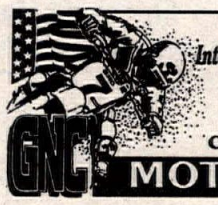

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GNC MOTOCROSS

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Info: (562) 864-6875 (714) 680-8643

SRA GP California Schedule
Members Non Members
Sunday, February 15
Carlsbad Raceway, Carlsbad, CA
Info (714) 957-2985

If you have a computer, for a good time call http://www.cyclenews.com

CMC Racing - 714/367-1141
North Region **CMC Golden State Nationals**
Feb 21&22 Final Showdown - Badlands Raceway
Victorville, CA
Kaw/Yam/Suz contingency for both days of Showdown
"Race with the Best"

GFI RACING Southern Region
(909) 653-4042
A Rider for the Riders
Sat., Feb 14 GFI Saturday Practice (8am - 1pm) Perris
Happy Valentines Day!
Sun., Feb 22 GFI Winter Series Round 3* Competition Park
Sat., Feb 28 GFI Saturday Practice (8am - 1pm) Perris
*Action Goat, Kawasaki, Suzuki, and Yamaha Contingency

GFI RACING Northern Region
(209) 656-9682
A Rider for the Riders
Feb. 15 Rnd. 3, Oatfield Race Way - Turlock, CA
Feb. 22 Rnd. 4, Hollister Hills GP Track - Hollister, CA
*Action Kawasaki, Suzuki, and Yamaha Contingency
Sat Practice prior to each event 8am - 2pm

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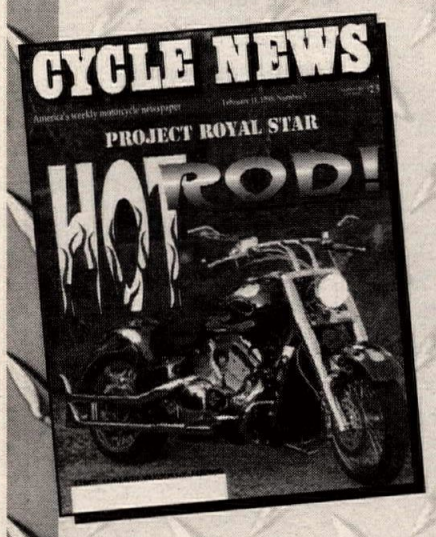

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

4/26 Dalton, GA
5/17 Dalton, GA
5/24 Macon, GA
9/6 Dalton, GA
9/20 Breman, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Breman, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
2/22 Pole Line Road, CA
3/8 Plaster City, CA
3/28 Plaster City, CA
4/26 Plaster City, CA
5/10 Los Sahuaros, CA
5/23 Plaster City, CA
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
3/1 Madera, CA
3/8 Madera, CA
3/15 Madera, CA
3/22 Madera, CA
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Central California Dirt Track Series
3/29 Madera, CA
4/5 Madera, CA
4/19 Madera, CA
5/3 Madera, CA
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/18 Madera, CA
10/25 Madera, CA
Info: 209/661-0706

California Dirt Track Championship Series
7/11 Chowchilla, CA
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

FEBRUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

*Denotes Pro Payback

Feb 13-14

* CALIFORNIA SPEEDWAY ICE RACE - World Championship II, ICE/WSRA, The Cow Palace, San Francisco. Info: 970/262-9067.

Feb 13-15

* WASHINGTON ARENACROSS - United Sports of America, Webb Hill Raceways, Spokane Arena, Spokane. Info: 253/395-8738.

Feb 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 3, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

IOWA MOTORCYCLE SHOW & SWAP MEET - CH Promotions, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910.

NEVADA DUAL SPORT - AMA/Suzuki National Dual Sport Trail Tour, Wild West 350, Las Vegas, Nevada. Info: 818/890-2209 or dsgdfather@aol.com.

* UTAH MOTOCROSS - USRA and ZMA, Rnd 2, Years Series, St. George MX Park, St. George. Info: 801/966-4635 or 435/673-2444.

Sat, Feb 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Holeshot Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info: 805/942-1211.

INDIANA SUPERCROSS - RCA Dome, Rnd 6, Indianapolis. Info: 317/239-5151.

OKLAHOMA DIRT TRACK - Total Performance Racing, Winter Indoor Dirt Track Series, Heart of America Expo, Shawnee. Info: 918/836-6999.

* WYOMING ARENACROSS - Bad Boys of Racing/Checkered Flag Productions, Casper. Info: 940/683-4742.

Sun, Feb 15

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

* ARIZONA MOTOCROSS - AMX North/South Shootout Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, San Marcos. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 3, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA GRAND PRIX - CRC/Diamond Head GP, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC/22nd annual Sunstar Golden State MX Nationals, Hollister Hills, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - CMC/22nd annual Sunstar Golden State MX Nationals, Glen Helen Raceway, Devore. Info: 909/880-3090.

CALIFORNIA VINTAGE MOTOCROSS - The 1998 Peter Ford Spring Classic, AHRMA, AMA, Prairie City SVRA, Rancho Cordova. Info: 510/829-9386.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA MOTOCROSS - 3rd annual Pro-Challenge MX, Double A Promotions, North Florida Raceway, Hilliard. Info: 904/268-2223.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

* GEORGIA MOTOCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088 or 3607.

* GEORGIA MOTOCROSS - Wings & Wheels AMA club, Bremen Race Park, Bremen. Info: 770/941-8464.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Winter Sand Track, Boise. Info: 208/384-5512.

* NEVADA MOTOCROSS - Nevada Old-Timers, Rnd 2, Fernley International Raceway, Fernley. Info: 702/423-8226.

* NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON MOTOCROSS - CMC/22nd annual Sunstar Golden State MX Nationals, Salem Arenacross, Salem. Info: 541/928-4474.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX Outdoor Racing, Hardeeville. Info: 912/748-6304.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Van Leer. Info: 615/859-0873.

Feb 20-21

* OKLAHOMA ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 940/683-4742.

Feb 20-22

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA points event, Summit County Arena Complex at Fairgrounds, Akron. Info: 330/948-4613.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310.

Fri, Feb 20

* CALIFORNIA SPEEDWAY ICE RACE - World Cup Series Finale, ICE/WSRA, San Diego Sports Arena, San Diego. Info: 970/262-9067.

Sat, Feb 21

CALIFORNIA MOTOCROSS - AHRMA Vintage Scrambles, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Holeshot Promotions, Kern County Motocross, Bakersfield Fairgrounds, Bakersfield. Info: 805/942-1211.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-5307; call before you haul.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* OHIO INDOOR MOTOCROSS - AMA/Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, Indoor Winter Series, McClain County Expo, Purcell. Info: 918/836-6999.

Sun, Feb 22

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CRC MX, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AHRMA Vintage MX Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA CROSS COUNTRY - Polka Dots MC, District 36/AMA, Prarie City SVRA, Sacramento. Info: 530/626-7670.

* CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Cal Poly Penguins, University Lot H-12, San Luis Obispo. Info: 805/239-3688.

CALIFORNIA MOTOCROSS - OTHG/Lemon Grove MX Park, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA GRAND PRIX - SSC Mid-State GP Series, Rnd 2, Gorman. Info: 805/294-0020 or www.reset.inc.com/sscmx.

CALIFORNIA MOTOCROSS - Over The Hill Gang MX, Lemon Grove MX Park, Piru. Info: 714/680-8643.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

* GEORGIA SUPERCROSS - Riverview Raceway, Calhoun. Info: 706/629-2820 or www.commotomag.com.

IOWA PARTS SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Downtown River Center, Great Hall, Davenport. Info: 319/462-6011.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

MICHIGAN SWAP MEET - Half Mile Cycle Race Corporation, State Fairgrounds, Detroit. Info: 616/941-0815.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEW YORK SCRAMBLES - AMA Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA MOTOCROSS - AMA/Dixieland Motorsports, Elizabeth City MX Club, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotions/AMC, 15th annual Carolina Winter Series, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON ARENACROSS - CMC/Webb Hill Raceways, Salem Fairgrounds, Salem. Info: 253/395-8738.

* PENNSYLVANIA OBSERVED TRIALS - AMA/Trail-Way Speedway, Farm Show Complex, Harrisburg. Info: 717/359-4310.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Yamaha Kawasaki of Johnson City, Lowland Race Park, Morristown. Info: 423/323-5497 or www.victory.sports.com.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

TEXAS SWAP MEET - 7th annual Motorcycle Expo, Show, Swap Meet, Waco, Texas, Convention Center. Info: 972/216-5520.

* TEXAS HALF MILE DIRT TRACK - Scotty Adams Racing, VDTRA, Devils Bowl Speedway, Mesquite. Info: 405/789-6045 or 972/222-2421.

WASHINGTON MOTOCROSS - Outlaw Racing, Mabton Dunes MX, Mabton. Info: 509/882-5900.

Feb 27-28

* CANADA ARENACROSS - CMA/Future West The BC Arena-Cross, Championship, Abbotsford Agrifair Arena, Abbotsford Fairgrounds, Abbotsford. Info: 604/794-3824.

* OREGON ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Crook County Fairgrounds and Expo, Prineville. Info: 940/683-4742.

* WASHINGTON ARENACROSS - Northwest Arenacross Nationals, CMC/Webb Hill Raceways, Trac Arena, Pasco. Info: 253/395-8738.

Feb 27-Mar 1

FLORIDA ANTIQUE MOTORCYCLE SWAP MEET - Sunshine Chapter of AMCA, Lake County Fairgrounds, Eustis. Info: 561/734-3045.

* OHIO INDOOR MOTOCROSS - AMA/Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Feb 28-Mar 1

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, Victory Sports Racing, Society Hill. Info: 423/323-5497.

Sat, Feb 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA HARE SCRAMBLES - 2&2 Racing Team, District 36, AMA, Schaads Resort, Wilseyville. Info: 510/455-9353 or 889-6240.

* FLORIDA HALF MILE - AMA/MARS, DM Promotions Inc., St. Augustine Speedway, St. Augustine. Info: 904/788-4709.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Winter Sand Track, Boise. Info: 208/384-5512.

* UTAH HARE AND HOUND - USRA, Rhino Rally, Rnd 1, Sports Riders Association, St. George. Info: 801/569-1998.

Sun, Mar 1

CALIFORNIA MOTOCROSS - CRC Motocross, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - The Redneck Roosters MC 11th Old Crow Hare Scrambles, AMA, District 36 B&C, AHRMA, Carnegie SVRA, Livermore. Info: 510/674-1381.

* CALIFORNIA MOTOCROSS - CMMC, Wildcat Canyon Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042

* FLORIDA MOTOCROSS - Pan-American Senior MX Championship, Hardrock Cycle Park, Ocala. Info: 352/732-6697.

KENTUCKY MOTOCROSS - Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

* MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.BuddsCreek.com.

* MEXICO MOTOCROSS - La Playa MX Grand Prix/Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach, Baja California. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - Reno Over the Hill Gang, Rnd 3, Fernley International Raceway, Fernley. Info: 702/423-8226.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburge Road, Hardeeville. Info: 912/748-6304.

Tue, Mar 3

FLORIDA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Kirton Ranch, Okeechobee. Info: 304/284-0084.

Thur, Mar 5

* FLORIDA HALF MILE - AMA/MARS, On Trac Promotions Inc., Volusia Speedway Park, Barberville. Info: 803/626-9455.

Mar 6-7

* MONTANA ARENACROSS - Bad Boys of Racing, Checkered Flag Productions, Metrapark Arena, Billings. Info: 940/683-4742.

Mar 6-8

* ARIZONA FLAT TRACK - USA Motorsports, Tucson Convention Center, Tucson. Info: 719/528-6738.

Mar 7-8

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Countdown, Death Valley National Park, Ridgecrest. Info: 818/348-8381.

GEORGIA GNCC - Racer Productions, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 304/291-3077.

TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Blountville. Info: 423/323-5497.

Sat, Mar 7

CALIFORNIA ENDURO - AMA/District 36, Timekeepers MC, Wild Boar Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* FLORIDA SUPERCROSS - Northeastern Supercross, MacClenny. Info: 904/387-5307; call before you haul.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

NEVADA HARE SCRAMBLES - MRAN/Wildbunch MC, Las Vegas. Info: 702/453-6637.

Sun, Mar 8

CALIFORNIA MOTOCROSS - Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CRC Charity Series, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 5, Glen Helen Raceway, San Bernardino. Info: 909/653-4042.

CALIFORNIA ENDURO - Wild Boar Spring Series Championship Enduro, AMA/District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers MC, District 37, Anderson Dry Lake, Lucerne Valley. Info: 909/883-5259.

CALIFORNIA SWAP MEET - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

GEORGIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Paradise Park, Macon. Info: 304/284-0084.

* GEORGIA MOTOCROSS - Championship Series, AMA/Dixie MC Sports Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* GEORGIA MOTOCROSS - CRC/Camden Racing Complex, Woodbine. Info: 912/576-3000.

IOWA MOTORCYCLE SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* MISSOURI MOTOCROSS - AMA/District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.mobm.com/HLR.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA MOTOCROSS - Devils Ridge USA Eastern Pro-Am Spring Series, AMA, District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotions/AMC, 15th annual Carolina Winter Series, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Olney. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

Mar 12-15

TEXAS MOTOCROSS - Amateur MX National, GNC, 22nd annual GNC International MX Final, Mosier Valley USA, Arlington. Info: 214/351-9900.

Mar 14-15

SOUTH CAROLINA MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Society Hill. Info: 423/323-5497.

Sat, Mar 14

CALIFORNIA FUND-RAISER - Orange County Dualies, Pediatric Brain Tumor Foundation, 3rd annual MC Parts and Accessories Parking Lot Sale, Cobra Engineering, Anaheim. Info: 760/948-4012.

CALIFORNIA BANQUET/SHOW - Trailblazers, Banquet/Vintage Show, Sequoia Club, Buena Park. Info: 714/962-7028.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 15

* ALASKA ICE RACE - Aurora Ice Racing Inc., 3/8-mile oval, Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803 or lfolster@akarea.alaska.ihs.gov.

* CALIFORNIA SPEEDWAY - Day Race, AHRMA National Day, Temecula. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC Charity Series, Bandido GP, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AHRMA/Nor/Cal, Vintage Motocross, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Ride for Kids, Glen Helen Raceway, San Bernardino. Info: 818/951-1333.

* CALIFORNIA GRAND PRIX - SSC Mid-State GP Series, Rnd 3, Gorman. Info: 805/294-0020 or www.reset.inc.com/sscmx.

* CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula Speedway, Temecula. Info: 619/277-1591.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Hanford Motocross Association, Hanford Fairgrounds, Hanford. Info: 209/582-8493.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Idaho Winter Sand Track, Boise. Info: 208/384-5512.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* MARYLAND MOTOCROSS - AMA/District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Nevada Motocross Development, Stead Track, Rnd 4, Reno. Info: 702/423-8226.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 10th annual Motorcycle Parts Extravaganza and Indoor Bike Show, Farm Show Complex, Harrisburg. Info: 319/462-6011.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, AMA/District 6, Fredericksburg. Info: 717/865-5530.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburge Road, Hardeeville. Info: 912/748-6304.

Mar 21-22

CALIFORNIA MOTOCROSS - International Old-Timers MX Association, Central Valley Chapter, Tulare. Info: 209/688-3949.

CALIFORNIA MOTOCROSS - CRC/Old-Timer National and Charity Series, Los Angeles County Raceway. Info: 805/272-8889.

KENTUCKY MOTOCROSS - AMA/Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

TENNESSEE OBSERVED TRIALS - AMA/TTC Motorcycling Vacation Resort, Sequatchie. Info: 423/942-8688 or trialwench@aol.com.

TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Blountville. Info: 423/323-5497.

Sat, Mar 21

* FLORIDA SUPERCROSS - Northeastern Supercross, MacClenny. Info: 904/387-5307; call before you haul.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, Mar 22

* ARIZONA MOTOCROSS - AMX North/South Shootout Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727.

CALIFORNIA SCRAMBLE - Open Scramble Benefit Race, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA GRAND PRIX - SRA/Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC/District 36 B-C Series Event, Hollister Hills, SVRA, Hollister. Info: 408/265-2122.

* CALIFORNIA GRAND PRIX - Tom Anderson's Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - Hanford Motocross Association, Hanford Fairgrounds, Hanford. Info: 209/582-8493.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series North/South Showdown, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, Rnd 2, Team Green Peach State Challenge/Wings & Wheels AMA club, Bremen Race Park, Bremen. Info: 770/941-8464.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Cadiz. Info: 615/859-0873 or www.msws.org.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club Inc., Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607 or http:/members.ao/.com.

* MICHIGAN MOTOCROSS - AMA/District 14, Dirt Riders Motorsports, Log Road. Bronson. Info: 419/636-5430.

* MISSOURI MOTOCROSS - AMA/District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.mobm.com/HLR.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions, Inc., Big Buck, Cross Anchor. Info: 304/284-0084.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Lake Murray. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern MX Spring Series, BirchCreek Motorsports Park, Danville. Info: 804/724-4392.

Mar 27-28

* IDAHO ARENACROSS - SRO Entertainment Group Inc., Boise State University Pavilion, Boise. Info: 888/753-9818.

Mar 28-29

* VIRGINIA MOTOCROSS - AMA/District 13, North east Area Qualifier, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Sat, Mar 28

CALIFORNIA SWAP MEET - 11th annual All British Motorcycle Show & Swap Meet, Santa Clara County Fairgrounds, San Jose. Info: 415/749-4682.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue. **FAX - 714-436-9574**

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

Harley-Davidson Technician

3 - 5 years experience, PHD required. Call Ken (800)236-1729, Fax: (920)494-5941. McCoy's H-D US41, Green Bay, WI 54303.

Marketing Manager

And the growth continues. White Brothers is looking for a professional to head its Marketing Department. The ideal candidate should have proven, verifiable experience in motorcycle-industry advertising and marketing, along with a history in trade shows and media relations. Budget management and accountability, as well as media purchasing and co-op experience are also desirable. Computer literacy and familiarity with Word and Excel a must. Qualified professionals should submit their resumes, with a detailed cover letter, to Director of Sales & Marketing, 24845 Corbit Pl., Yorba Linda, CA 92887, or Fax to (714)692-3409. CA.

Outside Sales Reps Wanted

At O'Neal U.S.A., we are growing like crazy to meet demands, we are hiring experienced sales representatives who know the motorcycle industry. In addition to our own apparel lines, O'Neal U.S.A. is a full service distributor to supply dealers completely. To join our winning team, please submit a resume which includes other lines you currently rep along with a description of the area you intend to serve. O'Neal U.S.A., 9800 Eton Ave., Chatsworth, CA 91311, Attn: Brian Klea or Fax (818)882-0435. CA.

Hiring In All Depts.

Busy 3-line dealership near L.A. airport has openings for responsible, knowledgeable enthusiasts, experienced or not. Excellent pay and growth opportunities for right person. Fax resume to (310)674-8069, or call Larry or Bill at (310)677-5800. CA.

Mechanic - Tampa, FL.

Busy multi-line dealer is looking for experienced mechanic for opening in late February. 5 day week, vacation and benefits. Apply to Honda Suzuki Kawasaki West, 13521 N. Florida Ave., Tampa, FL 33613. Phone: (813)968-7888, Fax: (813)968-8448. FL.

Parts And Sales Help Needed

Busy Southern California Kawasaki dealer looking for knowledgeable help to fill positions in both our sales and parts departments. Seeking people with good customer communication skills. We offer a health plan, dental plan and vacation benefits. Wages based on experience and performance. Fax resume or application to (909)781-8047, or stop by our store - Kawasaki Of Riverside, 1575 University Ave., Riverside, CA 92507. CA.

Techs - Techs - Techs

Come join our team at Bert's. Full benefits, insurance, 401K, vacation. We need motorcycle and watercraft techs now, full time, at all levels. We sell Sea-Doo, Yamaha, Kawasaki, Suzuki, Ducati, Honda, and used. Contact Ron Seidner at (626)334-1288, by Fax at (626)334-9586, or by E-mail: turbobert@aol.com - CA.

Service Mgr. - Sunny Arizona

Enjoy year round riding season in the warm sunny Southwest. Large single line Honda dealer looking for experienced, motivated, friendly person. Great opportunity for right person. Earnings based on ability, improvement and experience. No major peaks or valleys in workload. Fax (602)949-8024 or Call Don at Western Honda - Scottsdale, Arizona (602)994-8400. AZ.

Tech. / Parts Counter / Salesman

Experience needed for immediate, permanent, full time positions. Costa Mesa location in Sunny Southern California. Long established motorcycle dealership, 700 units, yearly sales and growing. Call Vic (714)646-2428. Fax resume (714)645-3251. CA.

Sales Manager

Experienced Sales Manager needed for large volume multi-line dealership in So. California. Great opportunity for the right person. Must be a leader and know how to build a world class sales team. Will help with relocation expenses for the right person. Contact Tom Gobrecht at (562)945-3494 ext. 1 or Fax (562)945-3825. CA.

Service Manager

Growing 3-line dealership near L.A. airport has immediate opening for an experienced professional. Must be a detail oriented, "take charge" person good at creating both customer satisfaction and profits. Enormous untapped potential means excellent earnings for right individual on salary plus commission basis. Fax resume to (310)674-8069, or call Larry or Bill at (310)677-5800. CA.

Sales And Parts People

Growing Kawasaki Suzuki dealer needs well rounded people for Sales and Parts positions. Experience a plus, but not necessary. Fax resume to Jim Meyer at (972)422-4564 or call (972)422-4111. Plano. TX.

Service Technician

Kawasaki / Suzuki Dealer in Orange County area of Southern Cal. Busy shop, friendly enviornment. Call John at (714)258-3311. CA.

Experienced Tech Wanted

Malott's Honda Yamaha in Manteca, Calif. is looking for the right Tech. Great pay plan, benefits, and working conditions. Call Wes at (209)823-7181. CA.

Immediate Sales Position

Top volume multi-line 20 yrs+ dealership in So. Cal. needs an aggressive professional Sales Rep. Exciting work environment, top commission, opportunity for growth. Fax resume to (562)925-3040 or Call (562)866-6547. CA.

Technicians

Large 5 line dealership is looking for quality people who want to work in sunny San Diego. We need 3 entry level techs. Shop experience or MMI needed. Paid vacations, holidays, 401k plan and great year round working conditions. San Diego's House of Motorcycles - Steve (619)229-7700. CA.

Motorcycle Technician

North Idaho BMW / Ducati dealership is looking for a qualified, professional, experienced motorcycle technician. Good pay and benefits. Please fax resume to (208)765-2688, Attn: Randy, or mail resume to 1701 N. 4th St., CDA, ID 83814.

Experienced BMW Tech Wanted

Northwest's No. 1 volume exclusive BMW dealer seeks a BMW -certified technician for full-time year-round employment. Experience and pride in work a must. We offer attractive compensation and benefits package. We also pay for your annual schooling and assist with relocation. Call Paul at Cascade BMW with references, (425)823-5045. WA.

Bert's M/C & Watercraft Mall

One of the largest dealers in the Nation is looking for highly qualified and motivated people for all departments - Sales, Closer, Finance, Service, Parts and Accessories. Does your present job offer....—Over 30,000 sq. ft. of show room space— All inventory indoors— Over 600 used bikes in inventory— Six franchises, Honda, Suzuki, Yamaha, Kawasaki, Ducati, and Sea-Doo— The World's largest Sea-Doo dealer— Full benefit package including paid vacation, 401k plan and medical insurance. If you're looking to be the best and you can contribute to the #1 Team, please contact Ron at (626)334-1288 or Website: turbobert@aol.com - CA.

Sales

Positions open at established volume L.A. dealership. Commission, plus benefits. Ask for Allen or Tim. Rice Honda Sea-Doo. (818)917-7423. CA.

Sales Professional - BMW & Triumph

Sell BMW and Triumph at leading west coast dealership in high tech Silicon Valley. Ideal market demographics, great motorcycle environment, freshly remodeled dealership. Experience required. E.O.E., women encouraged to apply. California BMW Triumph, Mountain View. Fax: (650)966-8340, E-Mail: kari@calbmwtriumph.com, Phone: (650)966-1183 ext. 6. CA.

SERVICE MANAGER POSITION OPEN at large multi-line power sports dealership, in the Pacific Northwest. Offering an attractive salary and benefit package. Fax resume to (509)758-2747. WA.

SERVICE TECHNICIAN For multi-line dealership located in Northcentral, PA. Year round employment, experience preferred. Excellent pay and benefits. Also considering resumes for Parts Person. Send resumes to: John Sullivan, 287 Old Kersey Rd., Kersey, PA 15846.

Parts / Service / Full / Part Time

Southwest Houston Yamaha BMW KTM dealer needs quality people for both parts and service. Please call Brian or Nancy at (281)530-9337 or Fax (281)530-7400. Cycle Shack. TX.

Parts Manager

Sunny South! Immediate position available. Large dealer with Motorcycles, ATV's and PWC. Good working conditions with salary / bonus. Fax resume today. Britt Motorsports, 6789 Market Street, Wilmington, NC 28405. (910)791-8321, Fax (901)791-3203 - Attn: Scott Britt. NC.

Sales Person Needed

Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Tom Gobrecht at (562)945-3494 ext. 1, or Fax (562)945-3825. CA.

Have Fun Selling Fun In Atlanta

Winner? Team Player? Experienced? Top Atlanta dealer for Yamaha, Suzuki, Polaris, Sea-Doo needs top salesperson. Best job in the business. A competitive, hard working and personable person will find this position highly rewarding and enjoyable. Cycle Specialty. Fax resume (770)461-9168, Phone (770)461-3541. GA.

South Florida

World's largest non-franchised dealership needs Sales, Parts and Service personnel immediately. Excellent pay for quality people. Call Bill Tuers at (305)654-8874 or Fax resume (305)654-0558. FL.

Inside Sales Positions Available

White Brothers is seeking motivated individuals to join our Inside Sales Team. We are growing and must expand our Inside Sales Force to keep up with increasing demand for our products. The ideal applicant will have knowledge of motorcycles, ATV and watercraft (Harley knowledge a plus) and should have some dealer experience, particularly behind the parts counter. This is a job for someone who thrives in a fun, but challenging and fast-paced environment. Good phone skills, basic computer skills, problem-solving capabilities and the ability to relate to dealers will help you succeed. Full-time hourly position with good benefits package and paid holidays. Advancement to more potentially lucrative commission-based compensation is possible if you're good. For consideration, send your resume to White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, Attn: Billy Ramsey, or Fax to (714)692-3409. CA.

Inside Sales Positions Available

White Brothers is seeking motivated individuals to join our Inside Sales Team. We are growing and must expand our Inside Sales Force to keep up with increasing demand for our products. The ideal applicant will have knowledge of motorcycles, ATV and watercraft (Harley knowledge a plus) and should have some dealer experience, particularly behind the parts counter. This is a job for someone who thrives in a fun, but challenging and fast-paced environment. Good phone skills, basic computer skills, problem-solving capabilities and the ability to relate to dealers will help you succeed. Full-time hourly position with good benefits package and paid holidays. Advancement to more potentially lucrative commission-based compensation is possible if you're good. For consideration, send your resume to White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, Attn: Billy Ramsey, or Fax to (714)692-3409. CA.

Expert Suspension Technician

Responsible for maintaining, driving to, and set-up of race vehicle on NORBA circuit. Provide expert technical service for racers, including documentation of suspension set-ups for each rider and maintaining inventory system. Other skills required: computer, machine shop, bike mechanics, excellent communication. Submit resume to: RockShox, 401 Charcot Ave., San Jose, CA 95131 or Fax (408)943-1674. CA.

Outside Sales Reps

White Brothers is looking for experienced motorcycle industry sales reps who currently represent other lines and have established dealer bases in the following states: GA, TX, SC, NC, OH, IN, IL, MN, NY. Are you a proven salesperson who knows their way around hard parts, can identify and satisfy dealer issues, and can present and sell value? Then White Brothers has an exciting opportunity for you to represent one of the fastest-growing, most versatile manufacturer / distributors in the powersports industry. With White Brothers you'll be able to fill dealer needs in off-road, ATV, on-road sport and crusier, Harley-Davidson and personal watercraft. You'll sell items virtually every dealer buys, as well as a growing list of high-demand, proprietary products headed by the incredible new E-Series Elliptical Disc Exhaust System. Please submit your resume, along with the names of other lines you currently rep, and a description of the geographic area you serve, to: Director of Sales & Marketing, c/o White Brothers, 24845 Corbit Pl., Yorba Linda, CA 92887, or Fax it to (714)692-3409. CA.

BUSINESS OPPORTUNITIES

R&D Building For Sale

4,000 sq. ft. warehouse with 4 offices (approximately 1,000 sq. ft.) for sale in the Long Beach / Signal Hill area. 2 restrooms, 2 loading docks with 12 ft. doors, corner lot with alley, available now and eager to sell. Call Dennis Ingram at (310)538-9620. CA.

Signright Sign Maker

Make awesome signs, lots of card stock. New - $1,500, Asking $600. Ask for Dean . CA.(800)542-9697. CA.

Areas Largest Salvage Dealer

Thirty year history. 3,000 plus bike inventory on over three acres. Paint booths, mechanics bends. Large inventory of used bikes, OEM parts and thousands in new accessories. For opportunity of a lifetime, call Rodney (864)877-5399 or fax (864)877-0739. SC.

L.A. Triumph #1 In U.S.

Working Partner(s) Wanted for expansion of 4.0 million+ in sales. L.A. Triumph, Honda, Suzuki. Near ocean, airport, 405 fwy. Call Larry (310)677-5800. CA.

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Ducati 450 Desmo

1969 Vintage Road Racer, dual plug, 35mm Marzocchi, Carillo rod, 35mm Mikuni, Works, 35 rwhp. Only 3 races on engine. Many spares. JHPAIGE@MADRIVER.COM - $5,500. (802)496-5567. vt.

27 YEAR DEALER COLLECTION OF PARTS BIKES / Used / New Parts. My imminent move will necessitate liquidation. Husqvarna '68-'76. No cosmetics. (800)538-9485. CA.

'72 HONDA CB750. Very good condition, new Rickman fairing. $1,200 / obo. (215)297-5579. PA.

'74 KTM (PENTON) 250 PARTS. '74 CZ400 with Marzocchi forks. (509)926-6427. WA.

Vintage Dirt Tracker & MX

750 Yamaha Trackmaster, EC ready to race - $6,500. '78 XT500 Yamaha Street Tracker, 19" wheels, Jemco exhaust - $1,000. '73 Rickman Montesa 250, stored over 20 years - $1,500. Daytime phone (405)954-0449, after 6:00 (405)376-5953. OK.

'71 BSA B50T Victor - $850

All original, looks good. (760)247-6891. CA.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.

BULTACO PARTS, NEW AND used, and t-shirts too. Lynn (702)267-2103 or www.bultacoparts.com. NV.

1974 Penton 250cc

Clean. Ready for Vintage Racing. $1,800 / obo. (415)897-8796. CA.

Wanted Kawasaki Z-1 900

Must be complete and in decent shape, but not perfect. Also looking for MK-II. (818)365-0916. CA.

Wanted: Wiseco 175, 179

Fits Suzuki GT-750 / T-500. Any over sizes consid ered. Call with details. Alex (216)265-8400 Days (216)671-7625 Evenings. OH.

BSA Goldstar Parts - DBD34

Complete bike disassembled inc. six gallon tan new, RRT2 gearbox, Lucas racing mag, factor cams, exhaust, seat, GP carb, cylinder head, wi sell parts only, Grimeca (4) shoe brake. Voice Ma (716)429-2627. NY.

TZ350 "6" Restored and Spares!!

Fresh, 6 -port barrel. Nearly original, except muc titanium, Dymags, Lectron's, Spondor swingarm and spares. Will deliver to Savannah / Daytona i February! $2,500 or offers. Evenings (410)833 8555. MD.

'74 250cc Ossa Phantom

Fully restored, original condition, never ridden afte restoration. Beautiful condition - $1,500 firm. Wi ship for additional fee. (781)246-9891. MA.

Vintage Moto X And Classics

Honda CR250 Bultaco 125 - $400 each. BS Lightning 1972 - $1,800. Triumph T100 1969 $1,700. Yamaha TX500 1973 - $800. Italia Taurus O.H.V. 1937 - $2,500. Guzzi V7 SP $3,500. Suzuki GS550 1979 - $500. Horex 1955 $800. (805)653-0150 + Fax. CA.

'71 Kaw 500 & 75 RE5 Suz

Mach III with Dunstall style body work and rear sets - $975. Some spares. Rotary suzuki with origina parts, average condition, runs strong - $975 (619)442-9545. CA.

Honda MT250

Parts Cheap! (330)534-9562 ater 6pm EST. OH.

SPANISH BIKE ENTHUSIASTS WANTED! Joi the Spanish Motorcycle Owners Group (SMOG) 1,000 members, bi-monthly newsletter. Send $2 payable to Lynn Mobley, 1320 Cathy Lane, Minden Nevada 89423. NV.

Wanted Triumph Bonneville

T120 or T140 - Any Condition, must be complete Also, looking for BSA 250cc Gold Star. (818)365-0916. CA.

VINTAGE 500 TRIUMPH DIRT TRACKER. Rigi frame, no brakes, mint condition. $2,950 (319)246-2333 after 5:00pm. IA.

Early 70's Motocross Collection

Vintage MX Collection. All Brands represented. A as new - show quality. Call for list and prices (510)933-8094. CA.

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GENERAL MERCHANDISE

KTM Duke 1997. $6,500

1-(800)880-9001. AZ.

HD XR-1000 Parts And Lit.

10 years of collecting has left me with some spares Carbs, exhaust, cables, 39.5 Mikuni's, sales literature, etc. Still looking for "church" promo items Daytona pins, race photos, press releases, etc Phone or Fax (413)447-XRXR. MA.

Dirt Track Garage Sale

1980 Champion KX250, very fast, needs a little sorting - $1,350. 1972? PDV360 motor and frame $450. Honda Z50 flat track replica, set up for adult 104cc, all custom, call for details - $700. (609)778-3595. NJ.

Cagiva & Husky Parts

1983 - 1997 Dirt Bike Parts. New in box, 1/2 price Pistons, cylinders, cases. Many, Many Parts! A New! (203)263-0798. CT.

1984 KAWASAKI 900 NINJA. 6,600 miles. Looks like new. $2,800. (760)375-1965. CA.

RG500 Gamma

1986 Blue / white, new engine cases, cranks, 570 kit, JM - GP pipes, USD forks, GSXR wheels, PM caliper, Tokiko Six-Pot calipers, braking rotors, stee lines, Metmachex swingarm, Ohlins shock, solo cowl. You will not find a cleaner Gamma. $8,500 obo. Rich, weekdays (805)494-4449. CA.

FZR 1000

1987 FZR 1000, 17k. orig. mi., Kerker, new spockets and chain, excellent condition, well maintained. $3,000. (909)794-9514. CA.

YZ 400M / Scott's Steering Damper

Available Now! Also, Pro-Taper Mounting Crowns Available. Scott's Performance Products. (818)248-6747. CA.

1994 Honda XR660 Dual Sport

Baja designs, D.P. kit with high output starter. Head work, Megacycle cam, hardened rockers, Eibach springs, F&R. Low miles and very clean. $4,500. (707)538-7642 nights, (707)545-7238 days. CA.

1993 KLX 650

Baja designs dual sport kit - 50 states legal. '98 Georgia tag. New chain and sprockets. Big tank, Speedo. Many extras - Acerbis, Thumper earing, Freddette, Moose, Scott's. Great on mountain roads. $3,200 / obo. (770)425-4787. GA.

Kawasaki Super Sale!

1998 KX250's, KX125's and KX80's. All ready to ship to your door. (301)846-4357. MD.

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Best of everything, many extras, very fast. $7,200. Mike (818)766-2200. CA.

"BARNACLE" BILLS LEATHERS. (606)336-7375.KY.

1995 Triumph Speed Triple
Black, 6k-miles, mint, stock. $6,250. (518)438-3015. NY.

1988 FORD 16' BOX VAN. 460 Automatic, A/C, sleeps 4, holds 3 bikes, 2 -50 gal. water tank, ex. cond. Asking $9,000. (914)452-2669. NY.

1988 TZ250 ENGINE. Complete with pipes, carbs, electrics. $900. (415)893-9359. CA.

ATK Dual Sport
1989 604ES elc. start, street lic., ICO auto cal, complete rebuild motor, flowed head, big valves, big bore kit, '95 Suzuki rear brake, extra parts. Carson City - $2,900. (702)841-0243. NV.

1990 HONDA RC30. Many extras. $10,900. (714)858-1009. CA.

'94 CR250 & '95 XR600
1994 CR250 Honda wide ratio transmission - $2,500. 1995 XR600 Baja design light kit, licensed - $2,900. (805)987-1772. CA.

1994 SUZUKI GS500. Excellent condition, windscreen. $2,000. Call (770)427-5303 anytime. GA.

1995 ATK 605 DIRT TRACKER. (217)234-8956. IL.

1995 TZ250 - Complete, no spares. $7,000. (415)893-9359. CA.

1997 GSXR600 - COMPLETE STOCK BODY WORK with headlights, blue/white. Black/grey AGV leathers, U.S. size 46. Also, 1 set of grey ZX7 ('94) wheels. Must sell immediately. (918)465-2517 / Pager # (918)421-4108. OK.

1997 KING COBRA 50cc. Fastest stock ever built. Extra stock parts available. Excellent condition. $3,495 / obo. (810)775-2196. MI.

Ducati 748
1997 Low miles. Call Tony (904)253-2586 FL.

Frames For Sale
1997 Suzuki GSXR 750 - $2,500. 1993 ZX11 - $1,000. 1995 Katana - $600 / 750cc. These frames have salvage titles. Also, '97 GSXR 750 forks, triple trees and handlebars. '93 F2 engine - $750. ZX11, F3 wheels. (602)714-0978. AZ.

Pipes and Motor
3 brand new complete exhaust systems for CBR 600 or F2. '88 GSXR 1100 motor with alternator and starter, no carbs or black box. All will be gone this week. Don't wait. Leave message. Greg (714)891-8156. CA.

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3 fully adjustable circuits. 10 Baja overall wins. Ty Davis / Plessinger / T. Norton / Paul Krause / Roessler. 1998's Here Now! (818)248-6747. CA.

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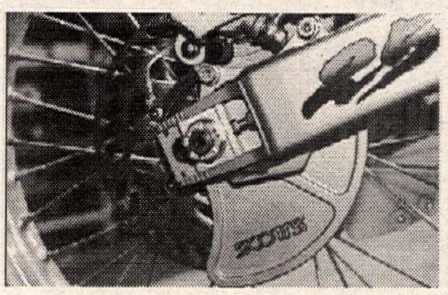
'91 1200 Sportster race converted to street. Custom paint, mods., spares, '97 top-end, trick bike - $7,995. '88 Ford SuperVan, 70k, Two tone, no rust, custom cabin, A/T, A/C, cruise, new tires, shocks, perfect cond. - $4,995. '77 KZ1000 orig. owner, fresh paint, 4 to 1, exc. shape, a must for Kawi. guys - $2,295. (607)798-9991. NY.

'95 900RR PARTS: Forks, rims, swingarm and more. '97 GSXR 1100 complete body set, forks, swingarm, wheels, everything mint! '93 FZR 1000, tank, A.M. plastic, forks, swingarm, wheels, everything must go. Good prices, call (413)592-6811. MA.

Parting Out
'91 - '97 F2, F3, '93 - '97 CBR900, '86 - '97 GSXR750 / 1100, '89 - '97 ZX-7, '90 - '94 ZX-11. (508)993-4864. MA.

'91 YZ250 GEARS, SHAFTS, CRANK. Rear wheel - New, fits '89 thru '97. (509)926-6427. WA.

Yamaha TZ250's - 1991 & 1992
'92 -125.7 lap times at Willow, good spares, nice paint - $4,750 / obo. '91 - 126.5, good spares - $3,995 / obo (may separate). Both Multi-Time Winners at Button Willow. Trades consider. (805)835-0233. CA.



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38mm carb with intakes for '93-'95 Suzuki RM125 and '96-'97 RM250. A steal for $350. (310)581-6653 CA.

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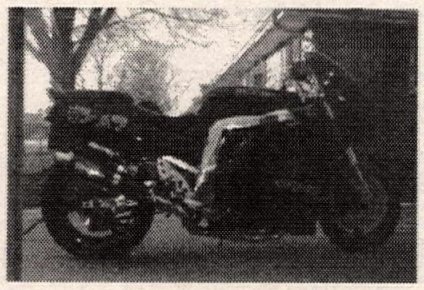
'96 CR's, ST2's, SP Monster at prices that will save you big $$$. 916's in stock. Free delivery. Call Jack at New York Motorcycles. (800)527-2727. NY.

'97 HONDA CR250, FMF suspension, Excel rims, Bills Pipes Motor, Works Connection skid plate and radiator brace, Answer, Pro Tapers, Dunlop 752's. Excellent condition. $4,300 / obo. (314)739-6543. MO.



'94 GSX-R 1117
39mm Keihins, HPC coated Yoshimura with carbon fiber canister. 150 rwhp, new chain, spockets and tires. Includes seat cowel, cover and delivery. $5,500 after 7:00. (920)731-7953. WI.

R&D Building For Sale
4,000 sq. ft. warehouse with 4 offices (approximately 1,000 sq. ft.) for sale in the Long Beach / Signal Hill area. 2 restrooms, 2 loading docks with 12 ft. doors, corner lot with alley, available now and eager to sell. Call Dennis Ingram at (310)538-9620. CA.

Lawson Replica - 1983 KZ1000R2
500 miles since complete super meticulous restoration. All brand new body work and seat. Substantial modification, partial list: S1 replica triple clamp, SPF/Cal-fab swingarm, Works shocks, Brembo/PM, custom Billet rear sets and brake hangers, widened wheels/Kossman, undercut trans., trued crank, miled porting, RS36 Mikunis and much more. Dyno chart available. $15,000. (604)737-2509. CAN.

Wood Rotax
600 Fresh Engine. $6,000. Spares available. (812)926-3106. IN.

BBR YZ400 Kickstarter Fix
7075 Billet Kickstarter, 4130 Cro-Moly Bushing, Grade 9 Swivel Pin, Wider Boot Surface, Lighter Than Stock, Super Strong - $139. Dealers Invited. (253)631-8233. WA.

Parting Out
'93 CR250, '88 KX125, '85 FZ750, '87 FZR1000, '89 KX125 Front end, shock and plastic. (508)385-4635. MA.

'95 HONDA 900RR salvage title frame, straight - $1,750. '91 F2 salvage title frame, damaged rear - $300. F2 front end - $300. Radiator - $125. MOTOR KITS: '91 F2, 13,000 miles - $650. '97 ZX9R - $1,700. PARTING OUT: '97 ZX9R, '91 F2, '95 900RR, '90 ZX7, '93 GSXR750. (508)362-4686. MA.

Lou's Leathers
(850)626-1382. FL.

'96 - '97 GSXR750 PARTS, bodywork. (714)360-9196. CA.

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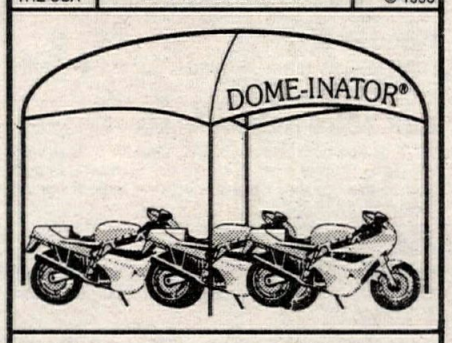

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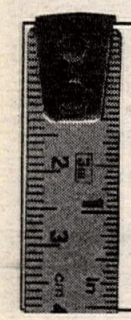

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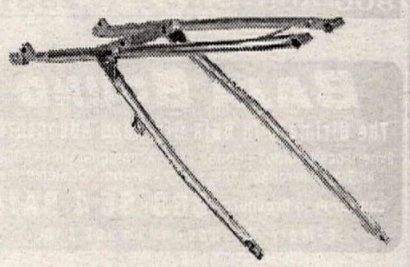

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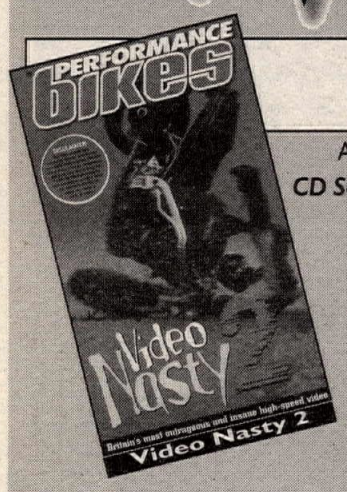

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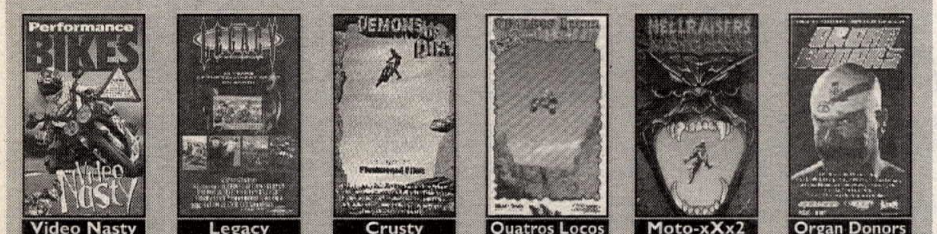

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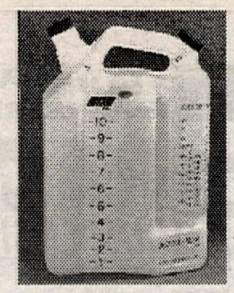

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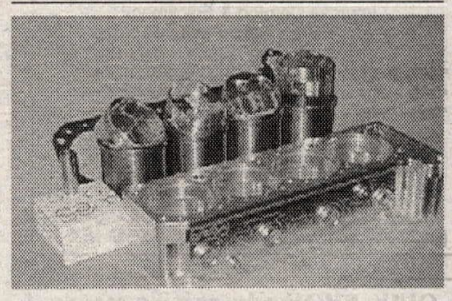

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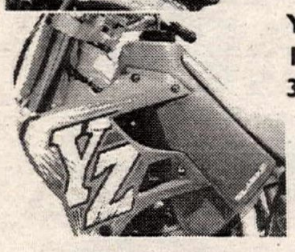

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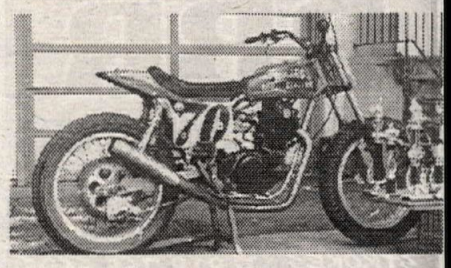

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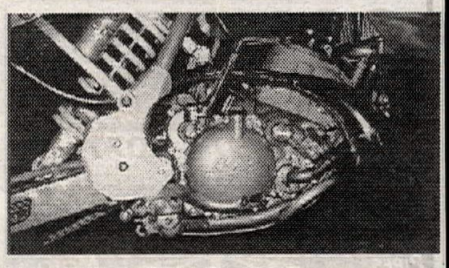

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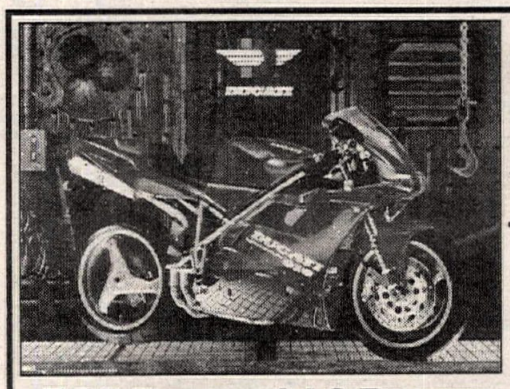

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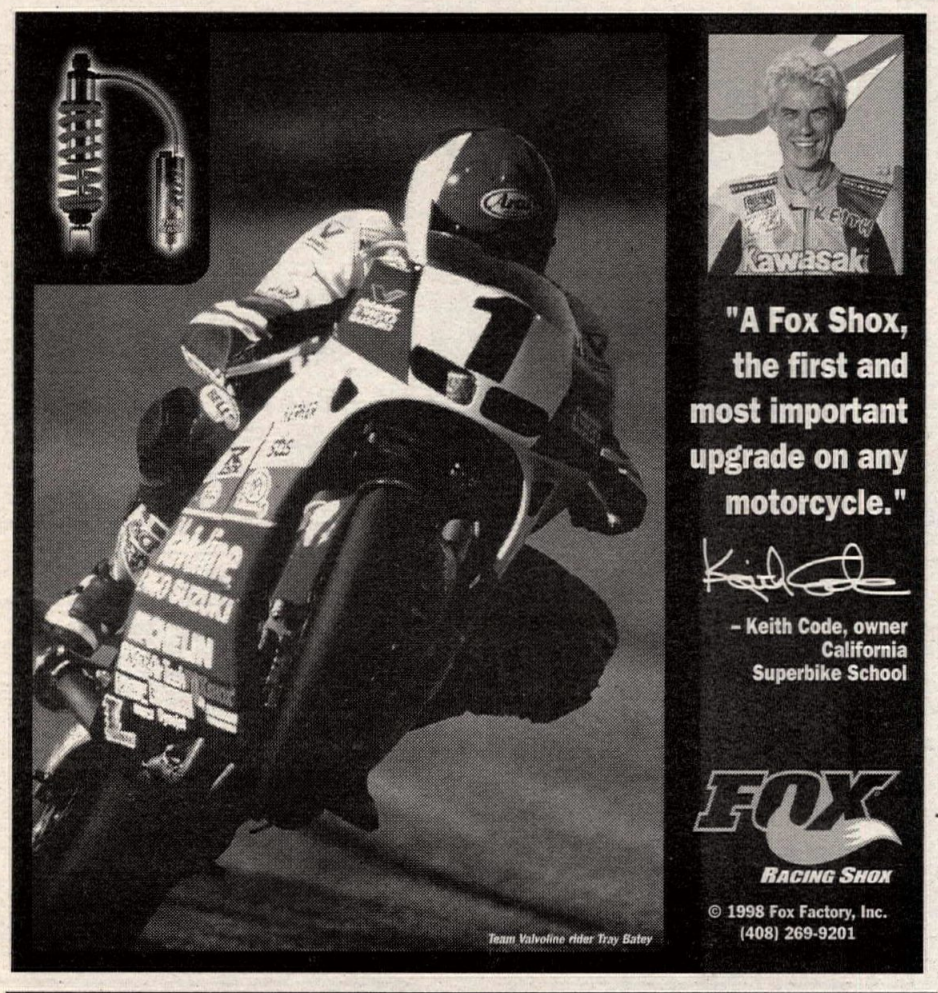

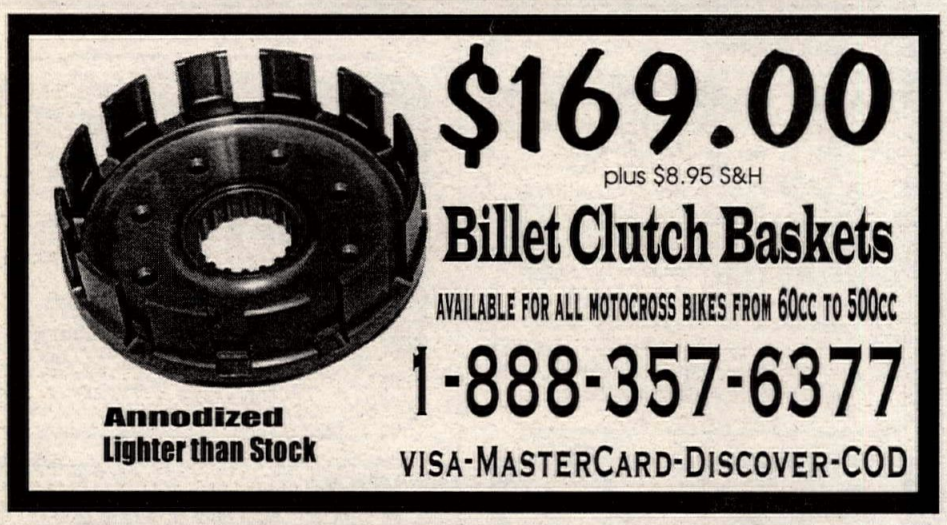

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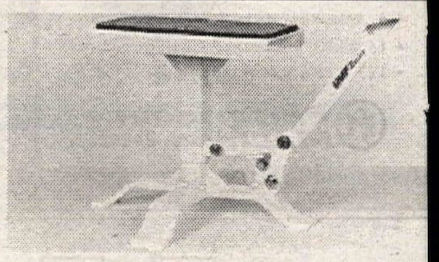

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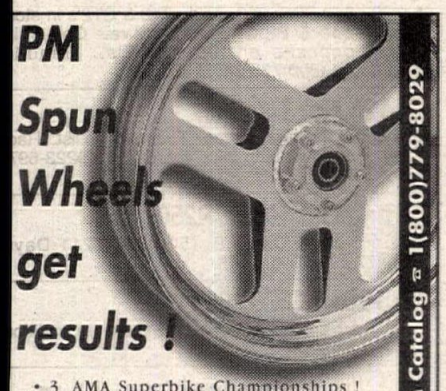

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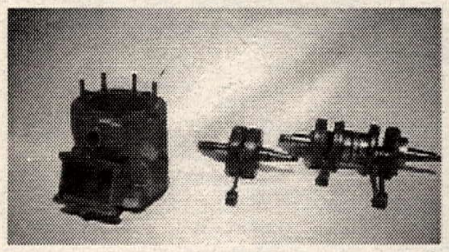

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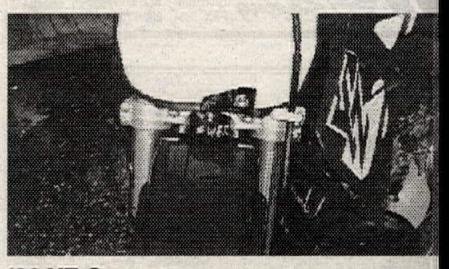

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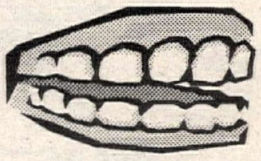

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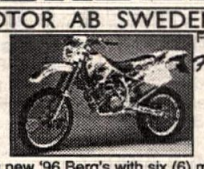

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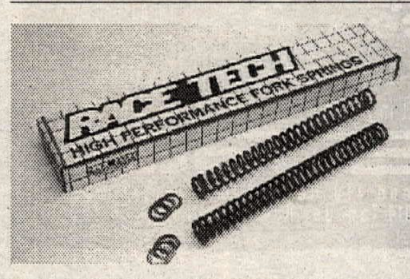

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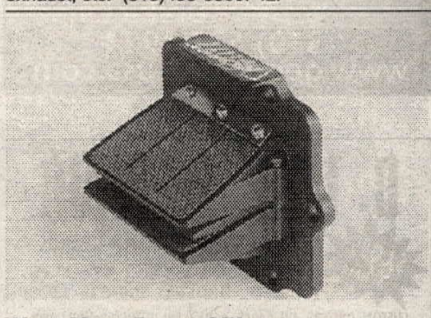

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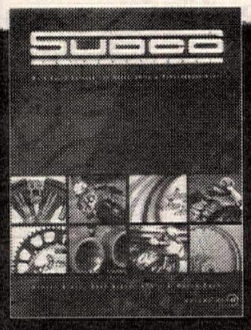

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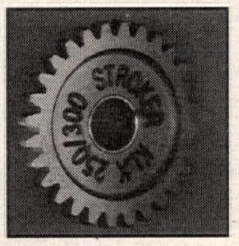

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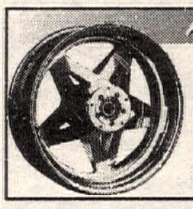

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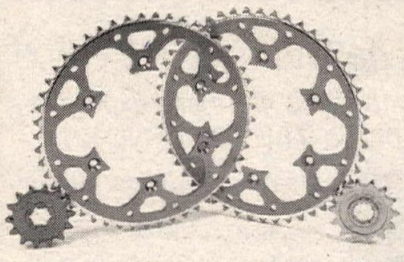

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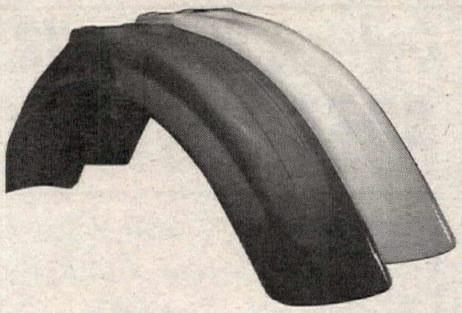

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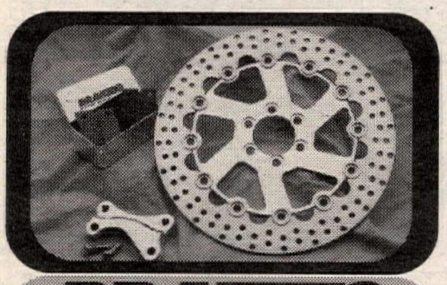

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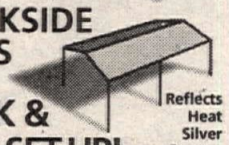

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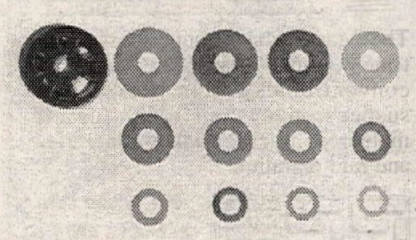

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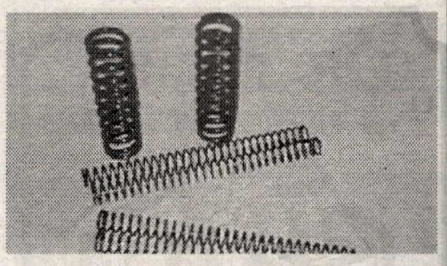

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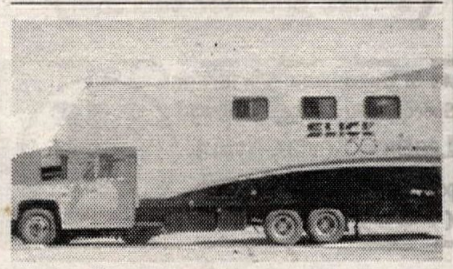

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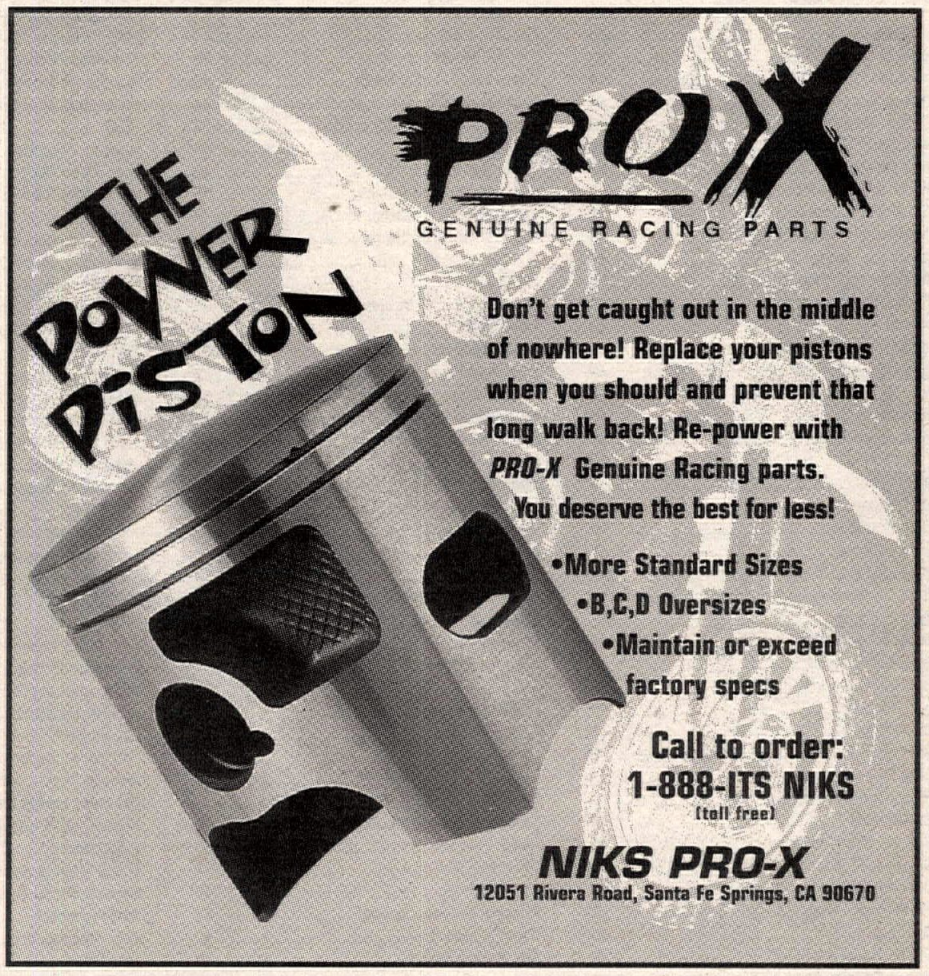

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GUEST EDITORIAL

BY AL WILLIAMS

After reading Eric Johnson's "A View From the Fence" (Issue #47, November 26, 1997) about corporate sponsorship of NHRA drag racing, I had to respond. I have been riding and racing all types of motorcycles, from flat track to motocross to supercross to hare scrambles, with a good measure of road-bike riding as well. Currently, I own a CBR900RR, a CBR600F3 and a street-legal XR600R. My 8-year-old son has a PW50, will soon be on an XR80, and so my 7-year-old daughter will be the proud owner of a well-used PW50. I'm 39 and have been riding for 34 of those years. This is all to say that I'm extremely pro-motorcycling.

This is the view from my side of the fence. I have been racing cars for 14 years as both an owner/driver and as a paid driver for other team owners. I race an eastern D.I.R.T. Modified car (basically a sprint car with a different body). Our series gets live nationwide television coverage on Thursday nights at 9 p.m. EST on Sportschannel. For 1998 we also have coverage on Fox Sports. Series sponsors include, but are not limited to, Hoosier tires, Sunoco race fuels, Skoal, Borla and Carquest. I have just one chassis, a 1996 Bicknell with a cost of $25,000, plus $5000 in spare parts (a necessity). I own three engines at a cost of $28,000-$34,000 each, and have a 30-foot tri-axle enclosed trailer at a cost of $16,000, all towed by a Chevrolet crew-cab dualie.

It is a costly operation compared to what I spent racing motorcycles, but low-budget compared to operations of the people I race cars against on a regular basis. Pick up Circle Track or Stock Car Racing magazines and you'll see our top guns such as Brett Hearn and Jimmy Horton featured frequently. This is what it takes to attain their level of success: Hearn has three full-time crewmen that maintain five complete cars in his 12,000-square-foot race shop. This is just for his big-block (467 c.i.) Budweiser car operation. His small-block (258 c.i.) Auto-Palace cars are maintained at a separate facility with separate crew and equipment. Whenever they arrive to race, it is in a 1997 Peterbilt tractor towing a 50-foot hydraulic-car-lift-, entertainment-area-equipped trailer. This is not analogous to Team Kawasaki, for instance, but just one race-car driver. When I raced at the Syracuse Fairgrounds this year, there were 35 similar operations. Keep in mind this is dirt track racing - the really big money is in asphalt racing.

How can these drivers attain sponsorship deals to maintain this level of operation? Because it is worth it to their sponsors. This is, for instance, one of the reasons I had such a hard time with Johnson's statement: "What was Reebok doing sponsoring a dragster? It was painfully evident to me that the throng of spectators at Pomona was nowhere near as athletic, active and certainly not as young as your typical supercross crowd."

To even discuss this sponsorship with regard to demographics of the fans is ludicrous. Everybody wears sneakers. Everybody watches television. And even if they only see the highlights from Pomona on ESPN, they will see Reebok, Budweiser and Parts America and develop product recognition. They see the product or product name, associate it with something positive - athletic excellence, for instance - and are more likely to buy and use the product. Quick - what kind of clothing does Jeff Emig wear? Who sponsors Rusty Wallace? How does Jeremy McGrath make collect phone calls? Get the picture?

To compare driving a 5000-hp, 300-mph nitro-burning Top Fuel dragster to the athletic "commitment and prowess" needed to run supercross, is a total apples-to-oranges comparison - and invalid. These are completely different disciplines, and there is simply no correlation from the rider/driver standpoint. I will not argue that motocross and supercross riders are not some of the best-conditioned athletes in the world, but to say they deserve more corporate sponsorship than John Force is ludicrous. From the corporate point of view, I would have to say that 5000 hp and 300-plus mph with a prime national television package is far more viable than 50 hp, 45 mph and a limited-at-best television package. As far as athletic commitment and prowess, analyze what it takes to be an NFL linebacker vs. a tournament-winning member of the PGA tour.

However, I do feel that Johnson severely underestimated the skills involved in any type of auto racing. Just take a look at National and World Championship-level motorcycle racers who have turned to car racing but have by no means reached anywhere near the same level of domination: Rick Johnson, Kevin Schwantz, Dale Quarterley and Jeff Ward. Of these, only Ward has attained any real level of success. Some of the other athletes who can attest to the difficulty of crossover success of car racing are Walter Payton, Bruce Jenner and Larry Nance.

Johnson inferred that because supercross is a youth-oriented sport, the people involved have the dollars and "sense" to spend it on merchandise endorsement. I believe this is not the case. I believe the spendable monies come from the older generation. I don't recall seeing many local racers going to motocross races with 30-foot tri-axle enclosed trailers, but I do recall many racers' parents pulling in with 30-foot motorhomes. They might even have been wearing Reeboks and drinking Pepsi or Budweiser.

I believe that the bottom line is that supercross does not have a proper package to sell to corporate America. I am part of corporate America. My company did $13.7 million in business last year. I employ 70 people and can afford sponsorship. But to have the option to spend advertising money in the television package of supercross vs. NHRA, CART, Winston Cup or many other forms of auto racing is a no-brainer. I can see Winston Cup races weekly on many channels as well as highlights nightly on ESPN. Many other forms of car racing have much better exposure than supercross, superbike and Grand National Dirt Track racing. Is this the AMA's lack of promotion? Is this the promoters' lack of promotion? Is this the riders'/teams' lack of promotion?

I will apologize in advance and by no means do I intend to attack anyone personally, but make no mistake, corporate America cringes at spending advertising money with a spokesman who looks like a head-banging, body-piercing, orange-haired, muttonchopped, goateed, non-high-school- or college-graduate athlete. In comparison to many of the riders in the AMA supercross/motocross series, who fit the above description nicely, look at Jeff Gordon or Mark Martin in NASCAR, Joe Amato or Angelle Seeling in NHRA, Danny Sullivan or Al Unser Jr. in Indy Car.

The motorcycle industry always raves about Jeremy McGrath, and while I've never met him, his image is not consistent with the names mentioned above. This isn't a value judgement - McGrath's image isn't "wrong" per se, but make no mistake as to whose image corporate America believes in.

If the industry and the sport of motorcycling want their share of corporate sponsorship money, and I believe they should receive it, then the game needs to be played by corporate America's rules. Instead of "doing your own thing" or "questioning authority," look at who is successful in attaining sponsorship money. You can't arrive on the scene in jeans with the seat of your pants down around your knees or a T-shirt that says "Shoot Heroin." The money that the riders used to reach the professional level they are at today generally came from loving parents or local dealerships. Did the riders play the game to get that money? That is to say, did they clean their rooms, work around the house, wash Dad's truck or work hard at a dealership? Or did they say, "Bite me - I'm going to get a tattoo!"

We all had to play the game growing up; now it is time for the industry and riders to grow up. If it doesn't happen, the future of the sport is being hurt, not expanded. If you want corporate megadollars, learn to play by the corporate rules, not yours. Being just young, talented and athletic does not necessarily equate to being successful and rich in the world of sports. Young, talented, athletic, presentable and articulate usually does equate to being successful and rich.

I believe and want the sport of motorcycling to continue to grow, but I think Johnson's assessment of the situation is incorrect. Motorcycling won't see one dollar of corporate sponsorship if the opening statement is, "It's now time for some of them (corporations) to wake up and smell the coffee." We - all of us in the motorcycle industry - need to wake up and smell the coffee.

Johnson, you said the car people are starting to "hear the footsteps" of supercross. Right now, I think those footsteps are fading away. CN

LOOKING BACK...

30 YEARS AGO...
FEBRUARY 23, 1968

Gary Nixon (Tri) started off the AMA Grand National Championship season in fine fashion with a win at the first-ever Houston Short Track, before a record crowd of 31,372. **Dan Haaby** (H-D) led most of the main event before crashing... Also making a classic debut was the first-ever **Elsinore Grand Prix**. **Steve Hurd** (Kaw) was unstoppable in the 250cc Expert class... In our *Meet the racers* section, we introduced you to TT racer **Bob Budschat**... **Mike Lane** rode a Hodaka to victory in the 100cc Amateur/Expert class at the Adelanto TT Scrambles in Adelanto, California... **Tom Muto** won the 250cc Novice class at the Encinitas European Scrambles, held in Encinitas, near San Diego... **Chuck Minert** was selling one of his BSA DBD34 Gold Stars in the *Want Ads* section. The sano machine, which bristled with all the hot-rod tricks of the day, was commanding a whopping $550!

20 YEARS AGO...
FEBRUARY 22, 1978

The Latest Poop featured a lengthy news item regarding **Roger DeCoster**, who was seriously injured in Mol, Belgium, while practicing for the upcoming GP season. DeCoster had to undergo emergency surgery, at which time his spleen was removed... **Brent Wallingsford** and **Scot Harden** (Hus) teamed up to win the Mexicali 300 by a mere 11 seconds over the team of **Bob Balentine** and **Tom Kelly** (KTM)... **Bob Hannah** showed us how to tackle turns and berms in part four of the "How to ride like the Hurricane" series... We tested the **Kawasaki KX250-A4**, claiming it to be a "works replica" and also noting that it required a correspondingly high amount of maintenance... **Bernie Schreiber** (Bul) won the Expert class at the SCTA's ATA trials in Reche Canyon near Riverside, California.

10 YEARS AGO...
FEBRUARY 17, 1988

Jeff Ward (Kaw) was the man to beat at the opening round of the Coors Supercross Series in the Houston Astrodome. The Supercross Series was engaged in a direct competition with Mickey Thompson's Stadium Motocross Series... **Chuck Springsteen** (Hon) won the final round of the AMA Indoor Invitational Pro Ice Race Series in Muskegon, Michigan... **Dan Smith** (Hus) kept his string of desert wins alive with a win at the SCORE Parker 400 in the Arizona desert... Italian **Eddy Orioli** rode a Honda NXR750 to the overall victory in the motorcycle class at the 8500-mile Paris-to-Dakar rally... *Cycle News* interviewed former 250cc MX World Champion **Jacky Vimond**. The Frenchman was attempting a comeback after a freak accident in Cabaret, France, where he was seriously injured after plummeting to the floor while being lowered from the ceiling as he was making a grand entrance at a party in his honor... AMA 125cc National Hare & Hound Champion **Jeff Miller** was also interviewed. CN

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